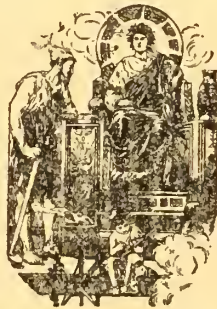


554

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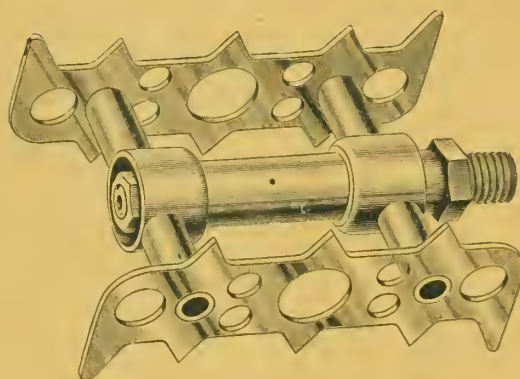
11-8623

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA

Vol IX
No 1

....CHICAGO, FEB. 2, 1894....

THIS IS
THE **UNION**
PERFECT PEDAL



It has many points of excellence

THE FRAME IS FORGED IN ONE PIECE

THE BALL TRACKS CANNOT GET OUT OF LINE

THE BEARINGS ARE WHOLLY UNDER COVER AND
DUST PROOF

THE FOOT-PLATE SUPPORTS COME UNDER THE
POINT OF PRESSURE

IT IS THE STIFFEST AND LIGHTEST PEDAL MADE

A RIGHT AND LEFT-HAND THREAD ATTACH IT TO
THE CRANK; IT CANNOT BE LOOSEMED BY
RIDING

A FALL WILL HAVE LESS EFFECT UPON IT THAN
UPON ANY OTHER PATTERN

*Windle, Tyler,
Sanger, McDuffee,
Nelson,
and many other
fast riders used
them throughout
the '93 racing
season*

*They are fitted to
the '94 Union,
the smartest,
strongest, and best
26-lb. Roadster
ever built*

To be seen at Stands 35 and 36, Philadelphia Show

Union Cycle Mfg. Co.

Branches: PHILADELPHIA and
CHICAGO

239 Columbus Ave., BOSTON, MASS

CATALOGUES FREE AT AGENCIES; BY MAIL. FOUR CENTS: ABOUT FEBRUARY 1.

WORDS

but

Wise

Ones

Canal Dover, O., Jan. 23d, 1894.

STERLING CYCLE WORKS,
Chicago, Ill.

Gentlemen: We find among our patrons some who are inclined to use steel wheels on their sulkies, in view of which we desire to put ourselves in a position to furnish them, and in doing so we are only content with the best the market affords.

We have thoroughly and impartially investigated the merits of the various well-known makes, and are satisfied that the **STERLING WHEEL** is the most superior one made, and although your price is in advance of others, we cheerfully pay it, for we want the best, and know from experience that the best quality of goods always involves greater expense to produce than does the cheaper classes. Therefore, realizing the superiority of your wheel, and not wishing to impose upon our patrons by giving them an unsafe or cheap grade wheel, we herewith place order for all steel wheels we can use in 1894, and only ask to have the high quality of your goods maintained.

Yours respectfully,
S. TOOMEY & CO.
Builders of High Grade Pneumatic Sulkies.

"Mek no mistek"

(as Mrs. Thomas said)

NEW
DEPARTURE
CATALOGUE
FREE

But ride

The Sterling

(BUILT LIKE A WATCH)

STERLING CYCLE WORKS, 236 Carroll Ave., CHICAGO

Mention The Bearings

More for Less..

That's what we propose to give you in '94—a bicycle, cleaner cut and better adapted to do the work you want it to do than any you ever saw, for less money than heretofore.

This is a piece of double back action progressiveness; but, as we have often modestly admitted, we are in the habit of leading in all such matters.

See the '94 Victors and Judge for Yourself

as to whether or not our claims are justifiable.

Boston.
New York.

OVERMAN WHEEL CO.

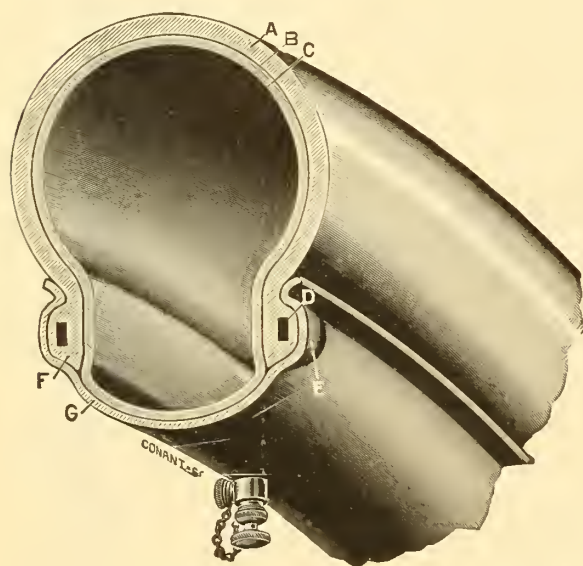
Philadelphia.
Chicago.

Detroit. San Francisco. Denver.

Huestis

Patent Detachable Pneumatic Tire

Patent allowed Sept. 2, 1893.



This cut represents the Tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the Tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.



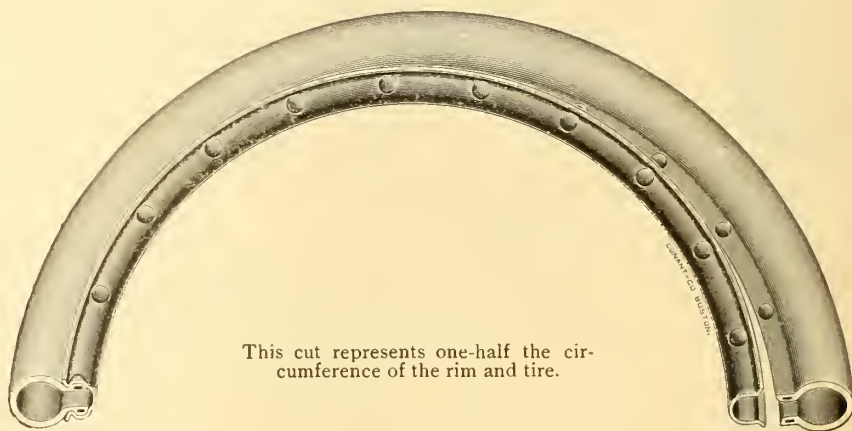
Found at Last.

The Perfect Detachable Tire.

Examine the cuts and convince yourself that it is all that is claimed for it LIGHTEST, STRONGEST, most-easily ATTACHED and DETACHED; impossible to CREEP. When attached, it's there and stays there.

Give the "HUESTIS" a trial, and it will talk for itself.

SATISFACTION GUARANTEED.



This cut represents one-half the circumference of the rim and tire.

TO BICYCLE MANUFACTURERS AND DEALERS.

Have You Seen the "Huestis" Patent Detachable Pneumatic Tire? Before making your contracts for the year 1894, don't fail to write us for quotations, thus saving yourself loss and disappointment. We claim that the "Huestis" is the most successful detachable Pneumatic Tire on the market today. Why?

- First.** Because it is lighter.
- Second.** Because it is stronger.
- Third.** Because it is impossible for it to creep on the rim.
- Fourth.** Because it is of absolute and rapid engagement; can be attached or detached in one minute.
- Fifth.** Because it is the CHEAPEST and BEST FIRST-CLASS detachable TIRE ever offered.

Are not these **five facts** sufficient to convince you that it is to your interest to use the "Huestis"? We guarantee these tires to be constructed of perfect material and by the most skillful workmen. They are manufactured in our own factory under our personal supervision.

In offering this tire to the public we feel that the simple construction, the absolute freedom from creeping, the combined lightness and strength, and, lastly, the absolute and simple mode of engagement, will commend it to bicycle manufacturers as the tire that will win for itself the indorsement and favor of wheelmen, and that it has come to stay.

If you are unable to obtain the HUESTIS from your local dealers, we will ship C. O. D. with privilege of examination.

The Newton Rubber Works

178 Devonshire Street, BOSTON.

Exclusive Manufacturers of
The Huestis Detachable Pneumatic
Tire and all classes of Rubber
Goods.

Facts and Figures Count!

1892 Records on M. & W. Tires :

T. Parker, Worcester, Mass	3,900 miles.
John West, Chicago	3,200 miles.
H. E. Riley, Pueblo, Colo	3,000 miles.
W. R. Anglemire, Rockford, Ill	2,970 miles.
A. Rudolph, Detroit, Mich	2,500 miles.
G. C. Russell, Terre Haute, Ind	2,410 miles.
J. E. Parker, Chicago	2,344 miles.
W. N. Taylor, Cleveland, O	2,130 miles.
D. A. Reed, Chicago	1,800 miles.
R. E. Moreland, Eufala, Ala	1,574 miles.
	25,828

Average Mileage per set--**2,582⁴/₅**

On the occasion of the annual century run of the C. R. C. of A. over the Elgin-Aurora course, August 13, 1893, **180** riders finished, **106** of whom rode wheels fitted with M. & W. *Racing Tires*.

What other Tire possesses a like Record ?

1893 Records on M. & W. Tires :

Prof. D. I. Levis	10,178 miles.
A. A. Hansen	8,114 miles.
W. R. Anglemire	7,957 miles.
G. H. Garwood	7,135 miles.
W. H. Imhoff	6,653 miles.
F. J. Ashton	5,000 miles.
J. W. E. Kinkead	4,953 miles.
W. R. Park	3,775 miles.
H. H. Wylie	3,300 miles.
H. L. Luthie	2,201 miles.
	59,266

Average Mileage per set--**5,926³/₅**

DRAW YOUR OWN CONCLUSIONS.

INSTRUCTIVE CATALOGUE COSTS YOU NOTHING.

MORGAN & WRIGHT, 331-339 W. Lake St., **Chicago, Ill.**

MENTION THE BEARINGS

ZIMMERMAN

BIDLAKE

E. OSMOND

STROUD

SHORLAND

WHEELER

SANGER

WINDLE

TYLER

GARY

MEINTJES

RICH

BERLO

LUMSDEN

DORNTGE

BLISS

GOOD

JOHNSON

TAYLOR

HYSLOP

TUTTLE

DIRNBERGER

MULLIKEN

FOSMOND

BODE

GITHENS

KENNEDY

J. CLARK

E. NELSON

J. LINNEMAN

You're not a Scorchers, eh?

Only ride for pleasure, and don't care what records were made on the PALMER?

DO YOU KNOW WHAT RECORDS MEAN?

This: That for a given number of kicks on your pedals of a given force, you travel farther, faster, and easier than on a tire that "don't care for records." In other words, **YOU ECONOMIZE ON STRENGTH AND ENERGY**, and travel your six, eight, ten, or twelve miles an hour with less effort and more comfort. Sound logic, eh? Well,

THE PALMER TIRE

holds all records from one-hundred yards to twenty-four hours, with the exception of one unimportant gap; also holds

Record for Ease and Rapidity of repair.

Got a gold medal for that at Newcastle Exhibition in England. Yes, give us your name and address, and we will send you pamphlet.

THE PALMER PNEUMATIC TIRE CO.

For prices, etc., address Selling Agents:
COLUMBIA RUBBER WORKS CO.

159 Lake St., CHICAGO; 65 Reade St., NEW YORK.

46-48 Van Buren St., CHICAGO, ILL.

Unrivalled for 1894....

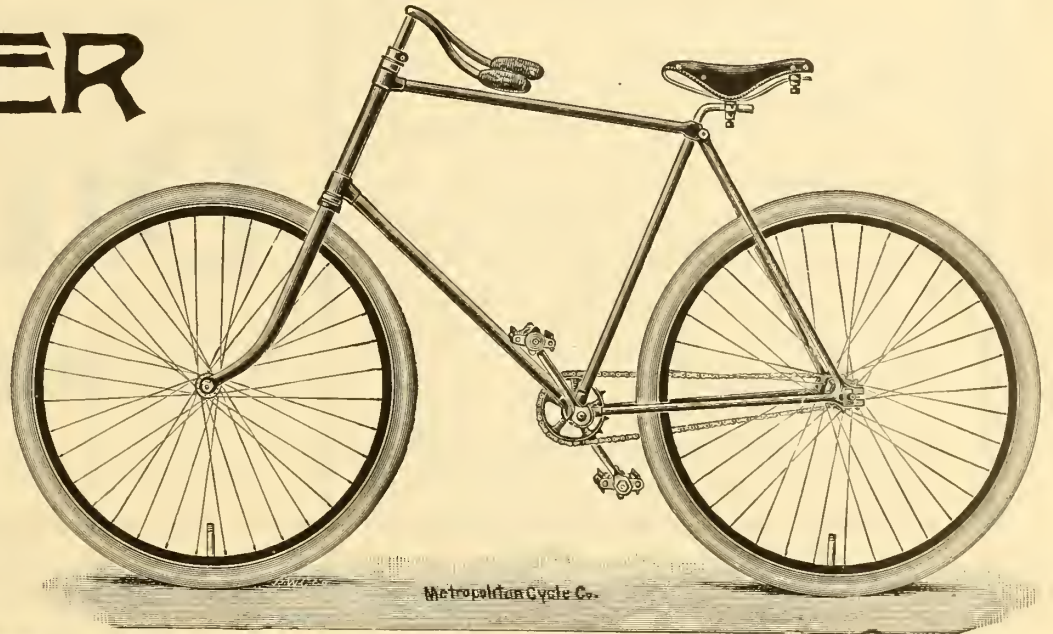
Our Business has grown to such large proportions that we have more than doubled our Capitalization. Put in a Large Variety of the Latest Automatic and Specially Designed Machinery, which warrants us in reducing our prices.

BETTER MACHINES FOR LESS MONEY THAN ARE TO BE FOUND ANYWHERE.

STORMER

34 Lbs. \$75.00.

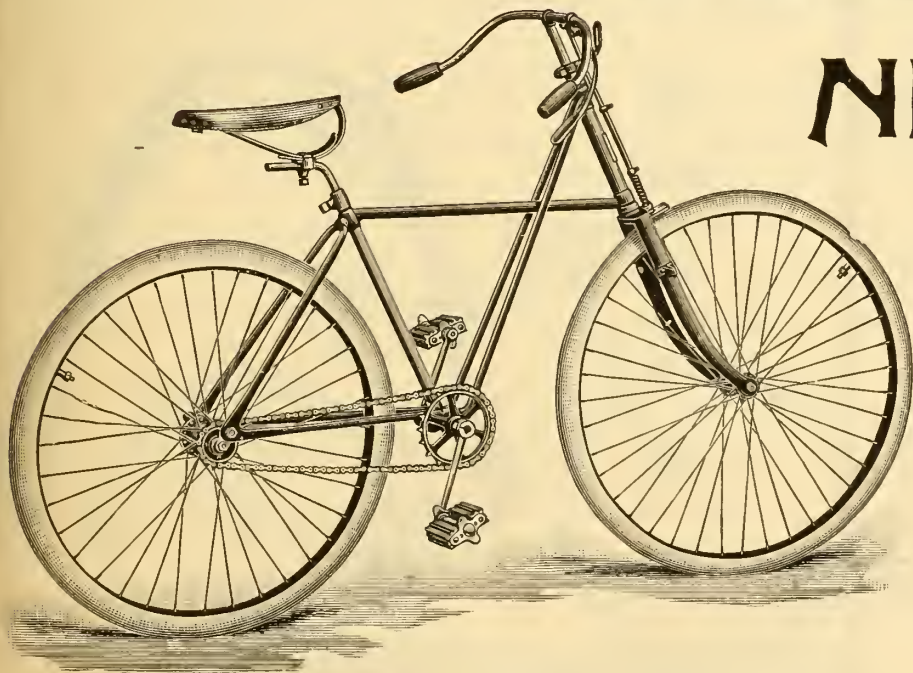
DETACHABLE TIRES.



“ACME”

DOUBLE DIAMOND PATTERN,

32 Lbs. \$85.00.



NEVERSINK

Neversink No. 1.

34 Lbs. \$100.00.

Neversink No. 2.

27 Lbs. \$110.00.

Ladies' Wheels-Detachable Tires.

34 Lbs. \$90.00.

Do not close contracts before having our quotations. Our Catalogue is now ready. Send in your application before territory is all taken.

Acme Manufacturing Co.

Formerly Metropolitan Cycle Co.

946 to 950 Court Street, READING, PA.

MENTION THE BEARINGS

A Remarkable Record.

Sarnia, Ontario, Jan. 5th, 1894.

American Dunlop Tire Co.,
New York.

Gentlemen: I have just been officially advised that I have been fortunate enough to secure the diamond gold medal offered by the Century Road Club of Canada for the greatest number of centuries ridden by any member during 1893.

The wheel I rode entirely is a 24-lb. "Raleigh" fitted with your '93 *light racing tires*. The wheel came thro' with hardly a scratch, and the tires *never had a puncture*, and I never had occasion to put a pump to them while out—in fact, I rode four centuries during two weeks' time and never had occasion to put any air in the rear wheel during that time. I think this is remarkable, and what makes it more so, is that eleven out of my twenty-one centuries were ridden during November and December over hard, frozen, and rough roads—ice, snow, etc., etc.—which I think is a test of the severest kind.

Yours truly,

(Signed) M. E. GLYNN.

YOU CAN NOT GET A GOOD THING FOR
A POOR PRICE.

GOLD NEVER GOES BELOW PAR.

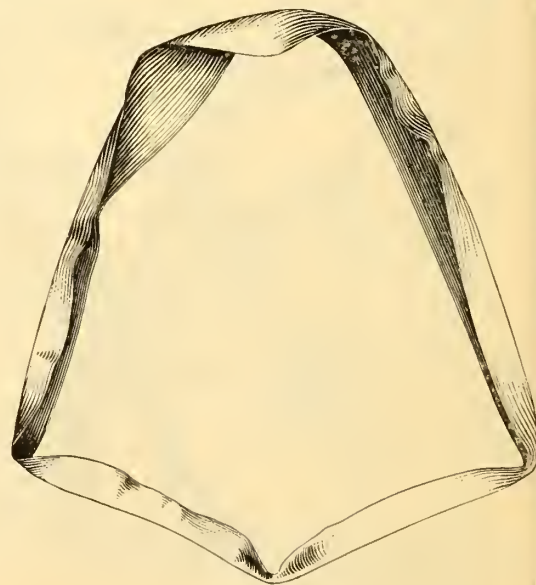
Dunlops

ARE ALWAYS AT THE TOP.

Our New Catalogue tells all about them, and you
can get it for the asking.



The outside of the
Dunlop Tire
is one endless piece of
rubber without joint
or seam.



GET OUR NEW PRICES...

The American Dunlop Tire Co.

504-506 West Fourteenth St.,

NEW YORK CITY.

The Narrow Tread.

From the L. A. W. Bulletin:

"Nothing appeals more forcibly to the practical cyclist than a narrow tread—which is the technical expression for the distance between the feet when placed on the pedals, which is for convenience sake taken from one end to the other of the crank axle. A narrow tread which is obtained without lessening the distance between the ball races of the bottom bracket may be said to be the sign of an up-to-date cycle. It is easy to understand why a narrow tread is an advantage; if the feet are fairly close together, the joints are straight, and so is the thrust, and there is no unusual strain; whereas, if the feet are put wide apart the leg is necessarily thrown out, and the strain on the joints is a crooked one. More power is obtained the straighter the thrust, and half-an-hour's practical experiment will convince any one of the fact.

"In the old ordinary days every effort was made to narrow the tread, and this was risky with the big wheels then in use; and now in the safety days very little attention has been given, in some quarters at least, to this important feature. There are strains in the R. D. which the builder of ordinary bicycles had not to deal with, and that is why in the former case the tread has not been hastily narrowed. Straight stays running from the rear wheel to the outside edge of the bottom bracket—so as to secure the greatest rigidity—wide bottom brackets, and so on, have all been designed to deal with those strains."

—Copied by the L. A. W. Bulletin from "Bi. News," England.

The above article deals with one of the most important features of an "up-to-date" bicycle, i. e., the tread. By reading the clipping carefully and comparing the special points that are claimed of the greatest advantage to the modern bicycle with the Waverley, you will find every suggestion carried out to the letter. As the clipping says: "Nothing appeals more forcibly to the practical cyclist than a narrow tread." The Waverley has it, with the wide bottom bracket and straight stays built especially to stand heavy strain.

At the New York Cycle Show 95 per cent. of the highest-grade and highest-priced machines shown were built with a wider tread than the Waverley with its 5½ inch crank shaft.



THE WAVERLEY

Is thoroughly high grade, embodying all the modern improvements, including the narrow tread and Waverley Clincher tires, made under Gormully & Jeffery's Patents.

Price for the 28 inch, 28 lb. Scorcher - - \$85.00

CATALOGUE FREE.

Indiana Bicycle Company,

Indianapolis, Ind., U. S. A.

MENTION THE BEARINGS



**"...all are fitted with
G. & J. Tires."**

Whenever that phrase forms a part of any manufacturer's or dealer's announcement, you may depend upon it that said manufacturer or agent is, to say the least, striving to give you the worth of your money.

G. & J. PNEUMATIC TIRES

cost him a little more than other tires would, but he is honest in his efforts to give you

THE BEST THING IN TIRES.

When you pay the standard list price you are entitled to everything high grade—especially tires—the very best the market affords. The "G. & J." are those—acknowledged as such by the World's Fair Judges in awarding them the Highest Award, and also by the Highest Bicycle Authorities in the whole world.

Any maker, agent, or repairer will furnish them. Insist upon it. Manufacturers and others will save trouble and expense by buying only from headquarters, or from licensed tire makers under our patents.

"G. & J. TIRE MANUAL" SENT ON RECEIPT OF A 2-CENT STAMP.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

BOSTON.

WASHINGTON.

NEW YORK.

COVENTRY, ENG.

WESTERN WHEEL WORKS

Have
Set
The



Pace
For
1894.

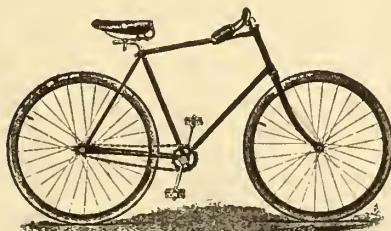
1894 CRESCENT. \$50.00.

26 Inch Diamond Frame. Weight, 27 Lbs. Geared to 56 Inches.
Wheel Base, 42 Inches. Morgan & Wright Pneumatic Tires.



1894 CRESCENT. \$75.00

28 Inch Diamond Frame. Weight, 30 Lbs. Geared to 63 In.
Wheel Base, 46 In. Morgan & Wright Pneumatic Tires.



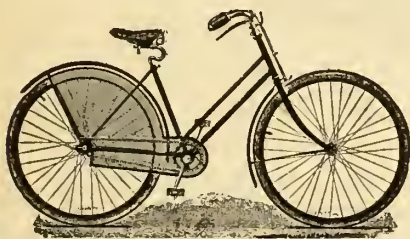
1894 CRESCENT. \$50.00

26 Inch Diamond Frame. Weight, 27 Lbs. Geared to 66 In.
Wheel Base, 42 In. Morgan & Wright Pneumatic Tires.



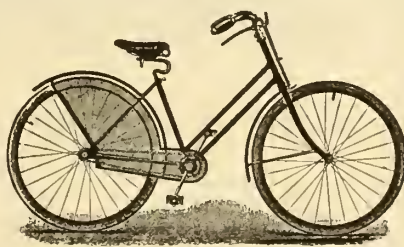
1894 CRESCENT. \$40.00

24 Inch Diamond Frame. Weight, 25 Lbs. Geared to 52 In.
Wheel Base, 38 In. Morgan & Wright Pneumatic Tires.



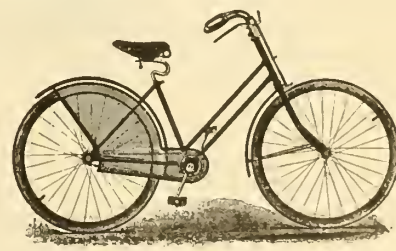
1894 LADIES' CRESCENT. \$75.00

28 In. Straight Line Frame. Weight, 36 Lbs. Geared to 60 In.
Wheel Base, 44 In. Morgan & Wright Pneumatic Tires.



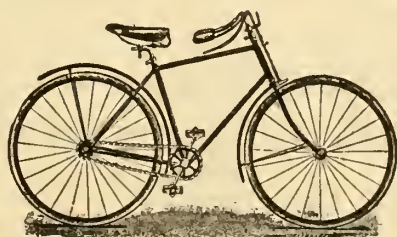
1894 LADIES' CRESCENT. \$50.00

26 In. Straight Line Frame. Weight 32 Lbs. Geared to 56 In.
Wheel Base, 42 In. Morgan & Wright Pneumatic Tires.



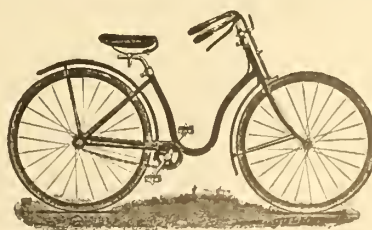
1894 LADIES' CRESCENT. \$40.00

24 In. Straight Line Frame. Weight, 30 Lbs. Geared to 52 In.
Wheel Base, 38 In. Morgan & Wright Pneumatic Tires.



1894 CRESCENT. \$25.00

24 In. Double Diamond Frame. Weight, 30 Lbs. Geared to 43 In.
Wheel Base, 34 In. Elastic Cushion Tires.



1894 CRESCENT. \$20.00

20 In. Drop Frame. Weight, 25 Lbs. Geared to 40 In.
Wheel Base, 33 In. Elastic Cushion Tires.

WE ALSO MAKE A

28-in. CRESCENT SCORCHER, with wood rims, and
either Palmer or M. & W. light roadster tires, weight
25 pounds, choice of saddle, \$90.00.

& CHICAGO and NEW YORK.

MENTION THE BEARINGS

UPPER
BEARINGS
THE CYCLING
AUTHORITY AMERICA

.....
1894
.....

CLEVELAND



BICYCLES

... Fitted with ...

Cleveland Combination Wood and Steel Clincher Rim.



CLEVELAND No. 11, Weight 25 lbs.

THE METHOD OF ATTACHING THE CLEVELAND TIRE TO THE RIM IS MOST SIMPLE.
The CLEVELAND THREAD TIRE, as used in connection with either the CLEVELAND
COMBINATION WOOD AND STEEL RIM or the all steel CLEVELAND CLINCHER RIM
can be detached, repaired, and replaced in an incredibly short time; and what is best of all,
THESE REPAIRS ARE PERMANENT AND FINAL.

EVERY BICYCLE AGENT AND DEALER SHOULD EXAMINE CLEVELANDS BEFORE PLACING HIS
ORDER FOR 1894. SEND FOR CATALOGUE.

H. A. Lozier & Co., Cleveland, Ohio

Branch: SAN FRANCISCO, CAL.

MENTION THE BEARINGS.

CHRISTMAS EDITION EXHAUSTED

We have left at the present time, LESS than two hundred copies of our Christmas edition. We shall fill no single orders for this magnificent book, but will send them out only to those sending us a year's subscription, and then only when requested to date the subscription from the date of that issue.



REMEMBER

That our special offer of one year's subscription for \$2.00, beginning with the Christmas number, is good during January and February only (or until our Christmas number is entirely gone, which will be long before the end of February). To all subscriptions received requesting Christmas numbers after they are gone, we will send our portfolio.



DEALERS

To BONA-FIDE dealers during January and February, \$1.50.

.....IN PREPARATION

For the benefit of those who are not fortunate enough to secure our Christmas number, we now have on press a 24 page

PORTFOLIO OF FAMOUS RIDERS

comprising the colored pictures given as supplements with our Christmas number, the colored supplements given with previous issues, and some in black only—twenty-two in all.

This portfolio will be included in all subscriptions received after the Christmas number is exhausted, or will be sent, postpaid, upon receipt of 50 cents, stamps or currency.

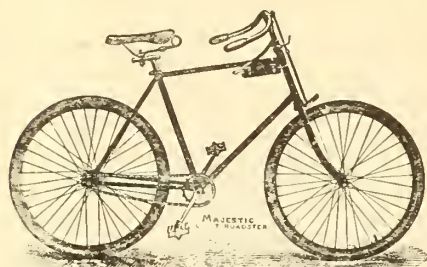
WORTH ONE DOLLAR.
READY ABOUT FEB. 15.

THE BEARINGS PUBLISHING Co.

ISABELLA BUILDING.

46-48 VAN BUREN ST., CHICAGO.

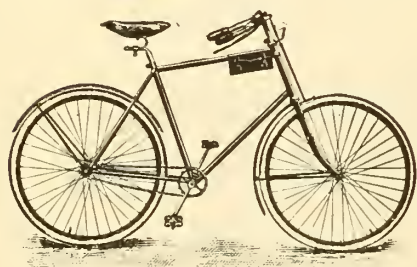
• • Agencies Now Being Placed. • •



No. 3, all on, weight 35 lbs.
\$85.00



No. 3, stripped, weight 32 lbs.
\$85.00



No. 4, all on, weight 33 lbs.
STEEL RIMS \$90.00
WOOD RIMS \$95.00



No. 4, stripped, weight 30 lbs.
STEEL RIMS \$90.00
WOOD RIMS \$95.00



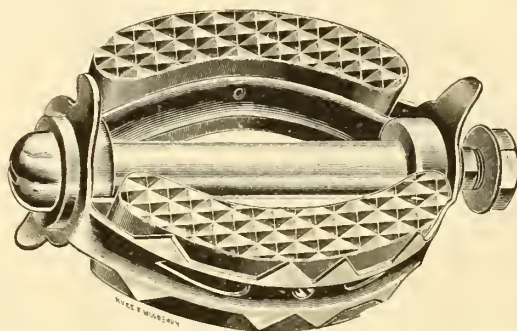
No. 5, Ladies, weight 35 lbs.
STEEL RIMS \$95.00
WOOD RIMS \$100.00

1894 MODEL Majestic Light Roadsters

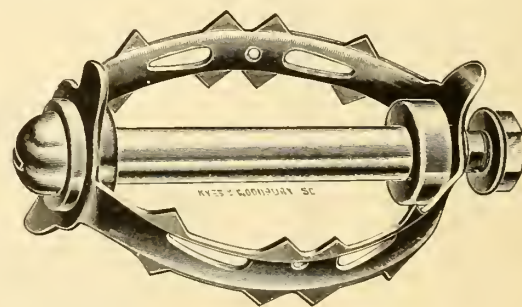
New Features.
Beautifully Striped in Color.

NEW PEDALS,

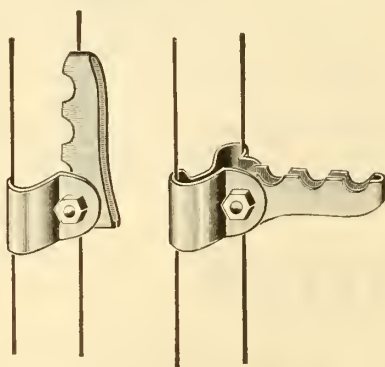
Always Rubber, can be changed to Rat-Trap by taking out two screws.



RUBBER PEDAL.



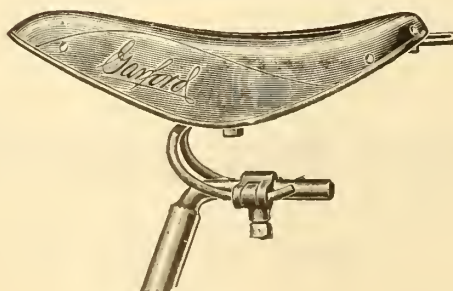
SAME PEDAL, RAT-TRAP.



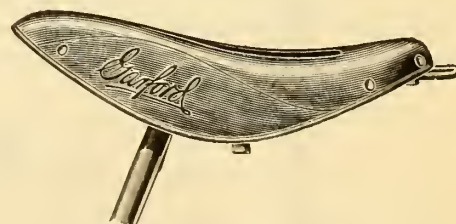
FOLDING FOOT RESTS.



DETACHABLE HANDLE-BAR LUG.



ROAD SADDLE.



SAME SADDLE CHANGED TO SCORCHER
SADDLE.

HULBERT BROS. & CO

CATALOGUE
NOW READY.

26 West 23d Street, NEW YORK.

MENTION THE BEARINGS

NEW YORK KEY TIRE

TURN THE KEY,

WE DO THE REST!

An entirely new principle in tire construction.

The lightest of mechanically-applied tires.

A mere turn of a key attaches and detaches the tire.

Held as firmly deflated as inflated.

The inner tube is protected from the nipples and spoke-heads and the greatest possible resiliency is thereby secured.

The tire is fitted with a valve that will not tear. In an emergency a monkey wrench can be used instead of the key in adjusting the tire.

The corrugated rim gives lightness and strength.

“GEE-WHIZ”

ON KINGSLAND, WOOD RIM.

A wood rim, mechanically-attached tire, consisting of the rim, inner tube, and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Simply place the beads of the cover into the grooves of the rim; it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. In case of accident can be ridden deflated.

Light weight; no complication; one of the most practical tires out. **‘Twill be a long day before it is supplanted by a better.**

Wood rims are the sensation of the day—come to stay, and this tire is specially adapted for them.

Both these tires are manufactured and sold exclusively by THE

NEW YORK BELTING & PACKING CO. LTD

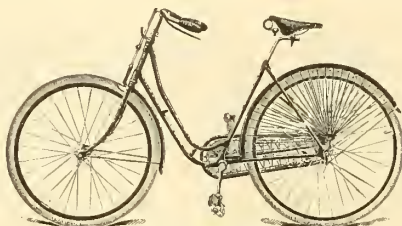
How Does This Strike You?

adjustable handle-bar will also be given without extra charge. We add but \$5 for the metallic-fastened tire. Look over the special features in our line, and then ask yourself this question, Can we afford to let the FALCONS go by? Don't we want to push the line that leads the van? We have many new features for '94. One of them, the extra large ball bearings. Send for catalogue which explains these things minutely, and then draw your own conclusions. Agents wanted who are permanently located and who want the best for the money, reasonably cheap, but not cheap wheels.

We will give you your choice. You can have wood or steel rims on your mount. The boys will appreciate this. The agent also appreciates that the FALCONS lead. Our



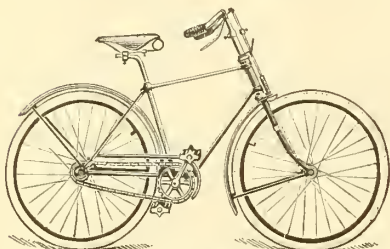
GENT'S ROAD WHEEL. weight 32 pounds.
Price \$100.00



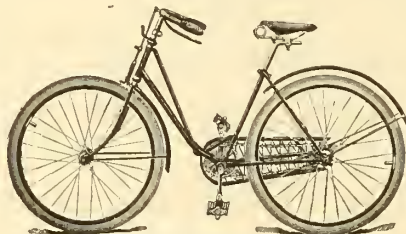
LADIES' WHEEL, weight 35 pounds.
Price \$100.00



YOUTHS' DIAMOND FRAME, weight 28 pounds.
Price \$65.00



YOUTHS' DIAMOND FRAME, weight 28 pounds.
Price - \$50.00



COMBINATION BOYS' AND GIRLS' WHEEL.
weight 33 pounds.
Price - \$65.00



COMBINATION BOYS' AND GIRLS' WHEEL,
weight 33 pounds.
Price - \$50.00

THE YOST MANUFACTURING CO., TOLEDO, O.

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MENTION THE BEARINGS.

Schock Will Go on the Stage.

NEW YORK, Jan. 6.—Schock and Prince are to go on the stage in a bicycle specialty.—*Michigan Cyclist*.



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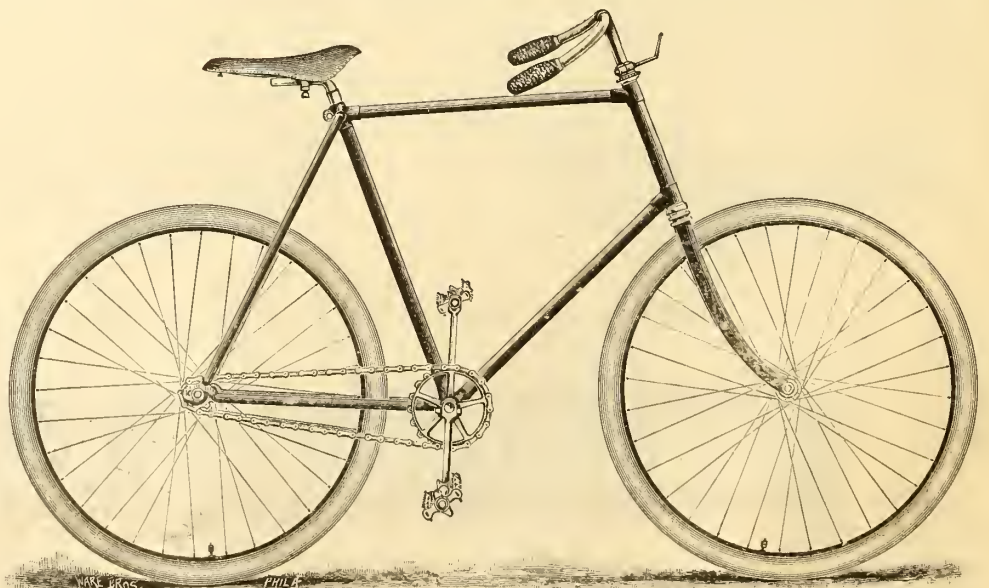
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Strength, Lightness, Durability.

2 Sizes

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The "WESTERN UNION" is a BEAUTY.

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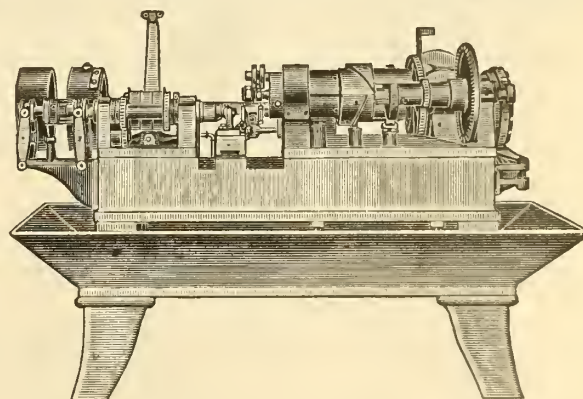
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Oil Cups.	Collar Screws.	Casehardening.
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We also Manufacture **AUTOMATIC SCREW MACHINES** for
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STEEL BALLS

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Bicycle Balls a Specialty.

The Most Complete Plant in the United States.



Sole owners of the **RICHARDSON-GRANT** System of Grinding. Also the **N. SAWYER** Hardening Process. Present Capacity, 1,000,000 per Month. Large Additions now being made. We claim to make the **BEST** Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for Prices and Samples.

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For INDIANA and KENTUCKY.



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CLEVELAND, O.

Distributing Agents in Michigan, Ohio,
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When you see this nameplate on any machine, you can bet all your spare change



that it is light, strong, and easy running.

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WE WANT LIVE AGENTS

IN ALL OPEN TERRITORY TO SELL

MONARCH BICYCLES

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Weights 25 to 34 Pounds.



Absolutely the best that money can produce at popular prices.

Ask our agents what they know about MONARCHS.

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“The Best in the World.”

They are too well known to need any further introduction.

Three Medals Awarded THE SIMONDS ROLLING-MACHINE CO.

for the Superior Quality of their Goods.

1st—Elliot Cresson Gold Medal, Franklin Institute, Philadelphia, Pa., 1888.

2d—Gold Medal at World's Exposition, Paris, 1889.

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Manufacturers will find it to their INTEREST to get our PRICES on our
BALLS and ROLLED-FORGED SPECIALTIES.

Simonds Rolling-Machine Co. Fitchburg, Mass.

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Beautiful in Design.

Rich in Finish.

Light in Weight.

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BEST OF ALL

Fast Sellers.



SYRACUSE PACER, 24 pounds, \$150.

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They will catch the eye of the customer.

Our ONE HUNDRED DOLLAR wheel is a bird--it flies.

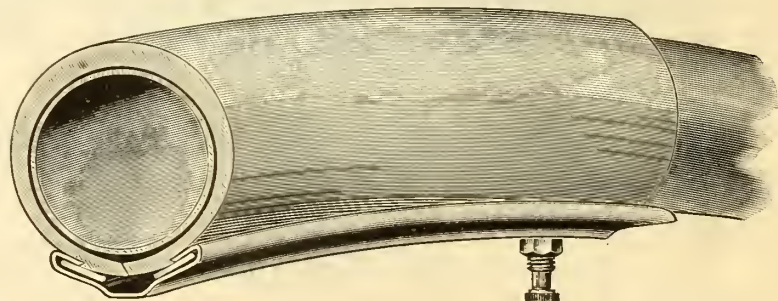
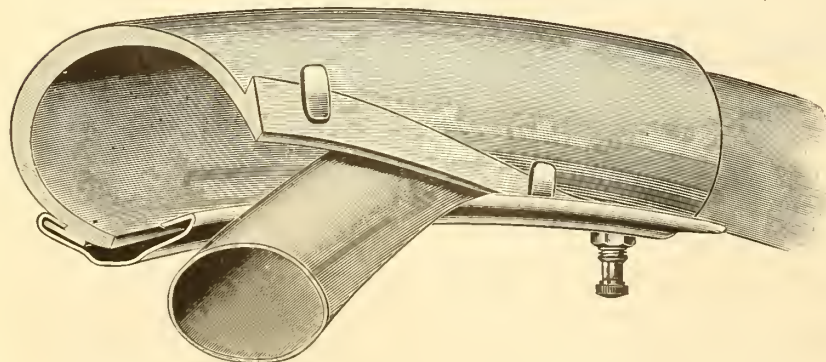
SYRACUSE CYCLE CO. = = Syracuse, N. Y.

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...BEST TIRE ON EARTH...

PEASE Detachable Pneumatic Tire

(Patent issued November 14, 1893, No. 508,746.)



Blow Off ? No, it is not built that way.

Puncture ? Protected from the spoke heads by the outer casing, but if it does puncture from outside causes it is the most easily repaired tire on the market.

Creep ? The way it is fastened absolutely prevents it.

Explode ? Well, no. We don't use the kind of material that permits this.

The successful tire must be one in which the outer tube can be quickly removed from the rim, leaving the inner tube accessible at any point for repairs. We have such a tire. The cuts are intended to illustrate our method of fastening the outer casing to the rim. It will be noticed that the outer casing is provided with a square shoulder running around both sides of the tire a short distance from the beveled edge which laps in the center of the rim. This shoulder of hard rubber and fabric takes the entire strain and load of the tire, and to prevent the blowing off or displacement of the outer casing we fasten little metallic clips every two inches all round the edge of this shoulder, allowing them to project over this edge in position to catch under the hooked edge of the rim. Each clip is independent, and to remove the tire each must be unhooked separately, which can be done almost instantly. This tire is without question the easiest tire to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on to the rim and the inflating of the tire. These tires are now put on all styles of our bicycles, and our guarantee covers them in every particular.

DERBY CYCLE CO. 161-167 S. Canal St., Chicago, Ill.

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CYCLING AUTHORITY AMERICA

Judging from "cut" in the Christmas "Bearings," your wheel is the most up to date production of this country.
CINCINNATI, OHIO.

Truly yours,

KNOST BROS. & CO.



We have scores of like letters on file.



Do not be out of date,

RIDE THE

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THE WALTHAM MFG. CO

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EXCLUSIVE
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CENTRAL MODEL "B." Weight, 24 to 29 pounds.

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SEE THE
1894 *Su-Mi-Num.*
AT STAND
40
PHILADELPHIA
SHOW

Bring on all these "BEST" Bicycles,
we seek Comparison.

INCORPORATED 1873.



CAPITAL \$500,000.

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"LATEST"

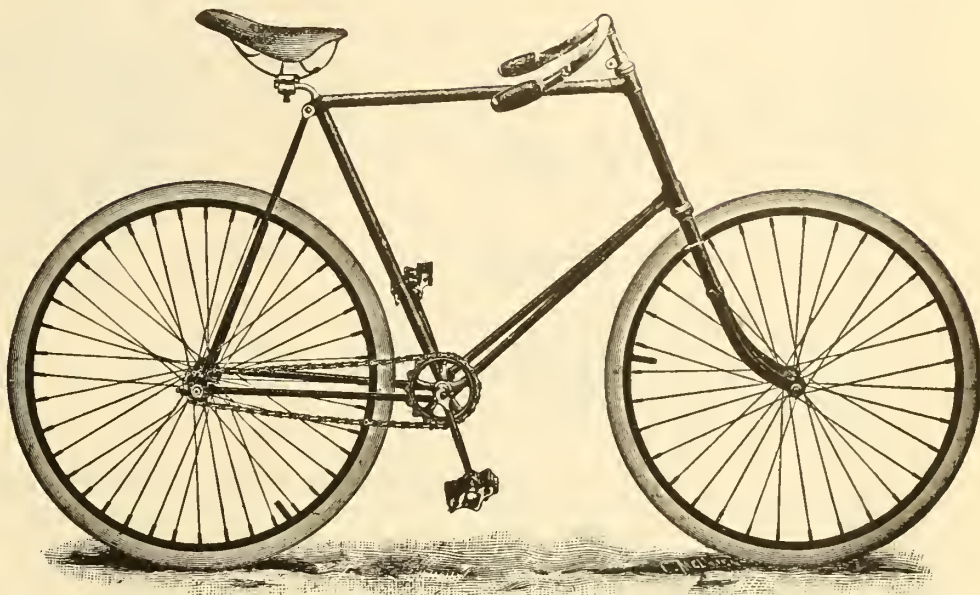
"New York"
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AGENTS

You need them in your business. Guaranteed the strongest wheels on the market for their weight, and they are in the Light Brigade.

DROP US A LINE

and we will tell you all about them.



DEMOREST MFG. CO.

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MENTION THE BEARINGS

The Puncture Difficulty Solved.

A PUNCTURED TIRE CAN BE IMMEDIATELY RE-INFLATED.

The "Providence" Double Inner Tube Tire.

The "Providence" provides for the use of TWO INNER AIR TUBES, one drawn through the other.

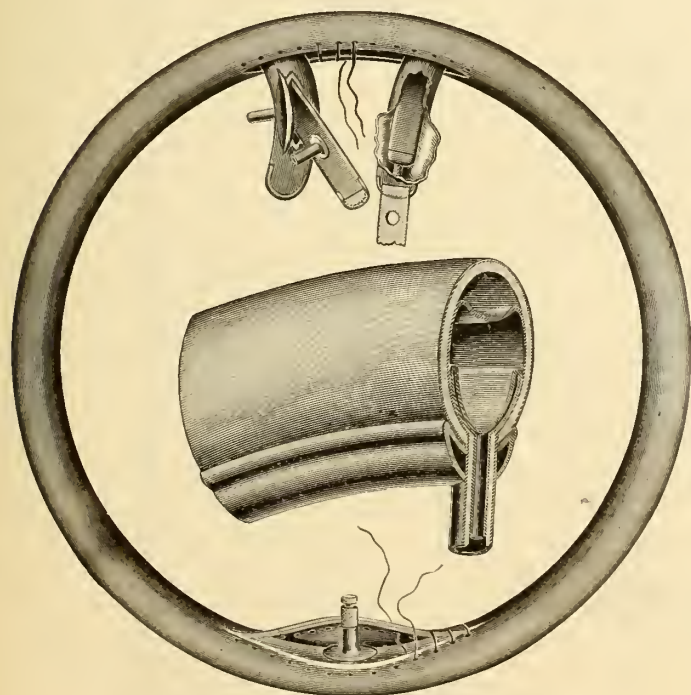
Each tube has an independent valve, the outer tube is first inflated and forms an ordinary inner tube tire. Should this become punctured or the valve become out of order, instead of detaching the tire from the wheel, as is necessary with the present form of inner tube tires, all required is to inflate the inner one, which is always in reserve and which remains when uninflated in the hollow of the rim fully 1½ inches from the outer surface. Should this second tube become damaged, it can be inflated as it is smaller in diameter and shorter than the outer one, and when inflated the two punctures will not fall opposite; the outer inner tube forming a pressure patch for the puncture of the inner inner one.

These double inner tubes are as easily detached from the shoe and mended as the single inner tubes.

By using the best and purest kind of Para Rubber these double tubes are produced so as to not weigh more than the average single inner tubes now in use.

These tubes are capable of being expanded to at least double the extent of air tubes made by competing companies, which fact alone renders the tire much more elastic and lively, a point which every rider appreciates.

PRICES AND PARTICULARS ON APPLICATION.



'Tis better to have and not need, than to need and not have.

The Providence Tire Co.

MENTION THE BEARINGS

PROVIDENCE, R. I.

**Cold
hard
facts....(for some one!)**

In the **BIG SO. CALIFORNIA CENTURY RUN**, Jan. 14th,
this is the way the record reads:

50 RIDERS STARTED.

18 RIDERS FINISHED.

10 FINISHERS RODE RAMBLERS.

The other 8 represented all other makes of wheels.

First Blood for Ramblers in 1894

The beauty about a Rambler is that it "gets there," not alone because it has a fast man on it, but because it is so finely adjusted, scientifically hung, and correctly made in all its parts—"easy running," that's the expression. Even wheelmen and wheelwomen who do not race want "easy-running" wheels—because they call for less exertion, and go faster when necessary.

As for strength and durability—nobody has ever questioned those features in Ramblers.

Most comprehensive bicycle catalogue ever issued free at any Rambler agency,
or direct on receipt of two 2-cent stamps.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY ENGLAND.

THE BEARINGS

Vol IX
No 1

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, FEB. 2, 1894.

BAY STATE IS LUKEWARM.

Why the Massachusetts Division will not Fight for the Negro—
Two Little Ball-room Scenes the Cause.

BOSTON, MASS., Jan. 27.—What has caused the sudden apathy on the part of Massachusetts on the negro question. There's Mr. Perkins going on the Luscomb ticket, and it is whispered that Mr. Luscomb doesn't love the colored man at all. Well, it is all from two little dances. Or rather they were assemblies. One was at Springfield and the other was at Cottage City.

At Springfield they danced in the city hall on the night of the regular autumn meet of the Massachusetts division, and this ball is said to be surpassed in brilliancy only by the Yale-Harvard assembly later in the season. And indeed it was a brilliant sight. The immense city hall was hung with the club emblems of all the surrounding city and suburban clubs for miles around. Long streamers of red, white, and blue were lavishly used to heighten the effect. The orchestra on the stage was hidden by a perfect bower of ferns and palms and all that sort of thing.

The handsome captain of the club had opened the ball with the grand march, and the ball was fairly under way. After the first waltz Johnnie Rapid, the fast racer, was talking to one of his sister's dearest girl friends in subdued tones. Johnnie was way up in X on League matters, and so was his sister's friend. You see she had been round with Johnnie so much that she sort of absorbed all his knowledge. They were talking on the negro question and Johnnie said that he did not see how any one in his sane senses could vote against the dear colored brother. Why, he used to go to school with one of them, and the colored brother was so smart in doing sums that Johnnie used to look over his shoulder and copy the answers. He would vote for the negro every time—if he was only a delegate. Why didn't they elect such men as he was, anyway, who knew what they were talking about and could hold up the old Bay State on this principle and show the solid south that they were trying to revive the war spirit. His sister's friend attempted to murmur a reproof for his questionable conduct in copying his friend's answers in school, but it was overpowered in her mind when she thought of what noble sentiments this youth entertained, and she just knew that if Johnnie Rapid ever won a piano at any amateur race meet and should ask her to play it for him all their lives, she would say yes. And she too thought that men were just too horrid for anything to vote against the negro. Didn't God make him just as He made the white man? You see she was a deep thinker, and she was with Johnnie, who also thought real deep thoughts.

Just then the lights became dim and she turned round from the shelter of the pillar to look up at them. She faced a negro girl with a white satin dress cut low—very low—and trimmed with orange watered silk ribbon half-a-yard wide. It was gorgeous. Johnnie Rapid's sister's friend gasped and escaped.

The colored girl was escorted by a colored man with a dress suit on. His vast expanse of dress shirt was embroidered in various colors up and down its front, perpendicularly. And they danced every dance that evening and they were in it till the lights were turned out, and now Johnnie Rapid just wishes he was a delegate to the National Assembly so he could vote against the negro who does not know enough to keep his place in society events, and Johnnie's sister's friend wishes so too.

This idea was much strengthened when Johnnie went to Cottage City in July and found half-a dozen colored couples on the floor dancing with reckless abandon and enthusiasm.

And those two dances have settled the fate of the negro so far as Massachusetts' fighting for him goes.

Gary Will Race Again.

Guy Gary has grown heavier since last year, and has decided that at the close of his studies in a local college he will again go on the track. Gary's fine record of last season is still fresh in the public mind, and with his knowledge gained at that time and the speed which should be added with a season of good training he may well be looked out for in the season's coming races.

MR. PERKINS ASPIRES.

Said to Have Pledged Massachusetts' Votes for Asbury Park for
the '94 Meet to Become Second Vice-President.

Since Mr. Perkins—he of Massachusetts—was placed on the Luscomb ticket there have been in the old Bay State some murmurs of discontent.

You see it happened this way:

Just as soon as the delegation was elected and the names of the delegates began to be circulated in the different publications—lay and otherwise—little wire-pulling documents began to pour in on all the delegates. Would they vote for this measure in the assembly? would they cast their vote for this scheme when the delegates came together? and a thousand and one such things. Of course along with the rest of the requests came some from Denver and Asbury Park to vote for them. There was not a delegate, so far as is known, who replied to any of these urgent solicitations. But about that time Mr. Perkins could not be found. A little card hanging up on the door of the office told all seekers after him that he would be back anon—or thereabouts. Then he appeared in town for a day and flitted again.

Each time he flitted he looked more mysterious than before. At last the sphinx spoke. The morning papers announced that Mr. Perkins had been placated. He had forgotten the existence of such a thing as a colored brother, and he was going to play the viola in the orchestra in which Charlie Luscomb was "agin" the negro and Mr. Perkins was "wid" him. And Mr. Perkins expected the support of the southern states, which he had sharply antagonized by his determined stand on the color question. About the same time, too, Boston got up and began to howl for the League meet in 1894. It is supposed that Mr. Luscomb will support Asbury Park, and he counts on Massachusetts delegates to help get there.

Query (which is troubling the mind of the Massachusetts delegation): Did Mr. Perkins pledge the vote of the Massachusetts delegation for Asbury Park in return for a block of votes for himself as second vice? If he did, there is fun ahead. Because just at the time the solicitations were coming in daily to the Massachusetts delegation to vote for this, that, and the other, he printed a little card in the cycling column of one of the Boston dailies, requesting the Massachusetts delegation not to commit themselves on anything on which they were asked to vote. Now it looked very much as if he had pledged them instead, and that he had a curious idea that he could carry the division round in his pocket.

Hence the discontent and the resultant murmurs.

Now the rumor comes from Beantown that there are a lot of enthusiastic men there who think that they could get the national meet for this year by some judicious hustling. But the chief consul does not seem to care at all about it. Why? Oh, "cause." He aspires, they say. Now a man can not aspire and have the national meet come his way this year, at least not Mr. Perkins. So where are they at? Another thing is troubling them: Which is better for the Massachusetts division, to have Mr. Perkins aspire, and perhaps get there as the second vice—thus giving Massachusetts a place on the executive committee—or to get the meet this year. Mr. Perkins evidently does not care a hang for the meet—that is, for this year—but he does aspire violently.

Want a Cycle Track in Lincoln Park.

No other club in Chicago has held more road races than the Lake View Cycling Club. This young and enterprising organization usually run their races over what is known as the Lake View course, commencing at Buena avenue and extending north through Edgewater and return. Last year a portion of this course was placed under the jurisdiction of the park commissioners, and they immediately shut down on road races, forcing the Lake Views to go to the West Side for a place to run their races. As the West Park commissioners grant permits to hold road races over the West Side boulevards, and the South Siders have a fine track, the Lake View clubmen feel that it would be only just on the part of the Lincoln Park board to provide a quarter-mile track in the park, and have therefore petitioned the board to do this.

The Park Theater at Philadelphia checks the wheels of its patrons in a special check room and so states on the programme.

IN GAY PARIS.

Details of the Linton-Dubois Race—The First Cycle Show—Harry Wheeler is Astonishing the Natives.

PARIS, Jan. 15.—The two great events of the week have been the Dubois-Linton match and the opening of the first cycle show ever held in Paris.

The Dubois-Linton match, which had been decided on upon the arrival of the one-hundred-mile champion in Paris, was run yesterday on the winter track, and will long remain in the memory of those who witnessed it. Over 20,000 people piled in the immense building, and Mr. Marchand had to order the gates closed at 4 p. m. to avoid a crush by the thousands outside wanting to come in. It is whispered Mr. Marchand netted anywhere from \$7,000 to \$8,000 on the match.

H. Doselle, Paris correspondent of *Wheeling*, fired the pistol and the men were off, Dubois wearing the national colors on a sash over his black suit; Linton, clad in a half-black and blue, wearing a large crimson sash with old England's colors on it. The first lap was slow, Dubois reluctantly leading, but pacemakers soon came to the rescue and the fight began in earnest, the first five kilometers going in 8:22 2-5, Kuhling, then L. Dubois, pacing. On the sixth kilometer Lumsden, who had been leisurely trailing fifty yards behind the group, suddenly brushed past Linton at a splendid clip, trying to pull him away from Dubois; but the old man was up in a moment and it was soon evident that he had the whole of his wonderful form about him, and that it would take a lot of sprinting before he would be left. The ten kilometers went in 15:55 3-5, the men still together, despite a new attempt from the Fossier brothers on a tandem to take away Linton.

On the fiftieth kilometer a tandem, mounted by Warwick and Wheeler, took the lead and warmed up things a little. Linton, pulled by Medinger, tried again to get ahead, but Dubois stuck to him and hardly lost an inch. On the fifty-fourth kilometer Linton fell, Dubois running over him and Lamberjack over Dubois. Both got up slightly injured, but still stuck together. On the next lap Dubois again fell on the southern turn, Linton gaining a half-lap, the crowd madly hissing at him for not waiting. Dubois, much shaken up by his two falls, was following with difficulty, and Linton, not heeding the crowd's protests, finally caught him, thus having won a full lap. Dubois gave up struggling as he saw him catching up, and settled to a regular pace, knowing well that, bar an accident to Linton, he could not hope to regain his lost lap. Sixty kilometers went in 1:39:57, Linton, paced by Barden, trying to gain another lap. Dubois, however, soon caught up and hung on. At seventy kilometers the pace slowed up considerably, although Barden and Antony on a tandem tried to induce Linton to go faster. He thought he had very little chance of again lapping Dubois, and wanted to save himself for the end.

The pacemakers on the tandems began to put in faster work, nine laps from the end, and both men were given all they could do, riding at a pace which had but seldom been seen before. This was kept up to the bell, the 160 kilometers going in 4:42:28 2-5. The pacemakers disappeared and the men flew around into the back stretch, Dubois leading all the way to the home straight, Linton coming up even there. Down they came on either side of the track, Dubois close to the pole, Linton hanging to the railings, until they crossed the tape, Linton a foot or so to the good. The time given for the 100 miles was 4:43:33 3-5. Such was the speed that Dubois could not take his turn close enough to the pole, and Linton crashing into him on the banking, both came down heavily. Linton rolled over, raising his head in a dazed way, and seeming to feel for any loose bones in his anatomy. He was immediately surrounded by his friends, who, having found no serious damage done, started to carry him on shoulders to the quarters. He looked very groggy as he came through the crowd, the left side of his face being swollen and bleeding, and he was evidently much shaken up.

The Cycle Show.

The first cycle show was opened at the Salle Wagram last Wednesday, January 10, and is a big success, all the best French firms except Clement exhibiting their goods, and some interesting things being shown. All the firms not having completed their exhibits in time, a fuller report will be sent later.

Among distinguished arrivals in Paris last week was A. C. Edwards, the racing crack of the Polytechnic Club, London. He was at once taken in hand by the genial Mr. Duncan, manager of the Paris branch of the Rudge Cycle Co., whose machine Edwards is to ride next season. Edwards has been getting acquainted among cycling men and cycling resorts, including the cycle show, winter track, "Esperance," etc. He will not begin training before several weeks, and will have plenty of time to see a little of Paris in company with Harry Wheeler, whose longer acquaintance with our ways will enable him to act as a "cicerone." Harry has already been astonishing the natives by his skill at billiards, and has always a few games on hand with our best cues, including Girardin, Echalie, and others. This does not, however, take all of his time, as he trains daily with Linton and Warwick, either on the Buffalo track or on the indoor track.

Verheyen, the young German champion, is also here, and devoted his spare time yesterday to pacing Dubois for many miles. Echalie has taken the young man under his tutelar wing, and will see that no harm is done him. They are to ride tandem together next season. Meanwhile Echalie tows Verheyen around, and has no end of fun telling him all the French jokes, of which he has an ever ready supply, the young German, who speaks but little French, gravely assenting to anything his mentor says. These two form the most "chummy" set ever seen on the avenue.

Barden has been the most serious of all our visitors so far, his father carefully guarding him against any and all temptations. He is not in form at present, and hardly showed up well while pacing Linton yesterday. He will soon start training, however, and his friends hope he will come up well in front next season.

Linton has been under the guidance of "Choppy" Warburton, and judging by his work yesterday "Choppy" knows his business. He hardly ever leaves his man and carefully takes him away from the crowd at night, judging that billiards or card games kept up close to 12 every night are not to be included in a standard training system. And he is probably right.

A. G. Roux.

MORRISON WILL NOT RESIGN.

MILWAUKEE, WIS., Jan. 30.—Chief Consul A. Cressy Morrison, who, it was reported some time ago, would resign his position in the division, owing to the necessity of his being at Antwerp the greater portion of the year, will not resign. His stay at Antwerp has terminated much more quickly than was expected and Mr. Morrison is now on his way to Milwaukee and is expected to arrive daily.

The annual meeting of the Wisconsin division will be held at the Republican House in this city tomorrow evening. It is expected that all the officers will be present. The principal business to be transacted is to determine the location of the next state meet, which has always been a matter of great contention among the different cities. This year, however, but little interest is manifested in that direction. Several cities are at work determined to carry off the prize, but there are fewer candidates than heretofore. Ripon, which made such a success of the meet last year, is after it again and seems to have a good chance of getting it. Unless some enterprising town comes forward, the meet will again go there. Oshkosh has a good chance, but is not making a great effort to get it. Western wheelmen favor Eau Claire as the place for holding the meet. No meet has ever been held in the western part of the state and this point will be brought to bear on the representatives tomorrow night.

The Milwaukee Wheelmen, at a meeting held Friday evening, decided to give a minstrel show at the Academy of Music. The date has not been decided upon.

Henry P. Andrae will succeed Fred C. Schroeder this year as chairman of the Racing Board of the Milwaukee Wheelmen, Mr. Schroeder having refused a re-election. Mr. Andrae, who succeeds Mr. Schroeder, is himself a racing man (having won the ham in the '92 Waukesha road race), and will no doubt fill the position with credit to himself and the wheelmen. He was official handicapper for the Wisconsin division L. A. W. a number of years and is well known among racing men.

The Bay View Wheelmen gave an entertainment at Harmonie Hall on Saturday evening.

A masquerade ball will be given on February 10 at Bauch's Hall, Third and North streets, by the North Side Wheelmen.

BRAINY (?) BAY STATE LEGISLATORS.

BOSTON, MASS., Jan. 27.—About twelve inches of snow covers the ground, and there are few prospects for any more winter wheeling in the bailiwick for a long time at least.

There has been another absurd bill introduced into the Massachusetts legislature controlling the speed of bicycles on the public highways. Like several similar ordinances and bills it is not only inadequate but positively ridiculous. It has not yet come up for action, but probably will within a week. In the first place it says that in cities or towns of 1,000 inhabitants the rate of speed of a wheel shall not exceed eight miles an hour. Another item in this bill says that there shall be attached to the wheel a bell, whistle, or other mechanical device which must be sounded at least six times when the wheel is within twenty feet of a vehicle, horse, or foot passenger, and also at all street crossings.

They are very much interested in the official organ matter here in Beantown. There are many L. A. W. members around this town who would like to see a monthly magazine published by the L. A. W. They have a high idea of the dignity and the influence of the L. A. W., and they think that it should be better represented than by a weekly publication.

Boston is still howling for the national meet this year, and her delegation is going to Louisville with the firm determination to get it. There is a curious fact with relation to the holding of the national meet. Held in Illinois last year that division fell off 721 for the annual membership. On the contrary the spring meet held in Boston gained for the division over 1,000 members, whose added names can be traced to the direct influence of the meet. This argument is being urged by Bostonians for having the meet in Boston—simply on the ground of the best and largest good to the L. A. W.

All arrangements are made for the journey of the Massachusetts delegates to Louisville. They will leave Boston Friday, February 16, at 6 o'clock in the afternoon, and will go to New York by boat. They will leave Jersey City at 9:10 the next morning and go over the Blue Line by special car to Louisville, via Baltimore and Washington, arriving at their destination in the morning, Sunday.

The Schoening Brothers, of Oak Park, Ill., inventors of the railroad bicycle illustrated in *THE BEARINGS* several months ago, intend to ride from Chicago to San Francisco on one of their contrivances. They will go for record, and will carry a camping outfit with them.

THREE CLASSES IN ENGLAND.

The N. C. U. Formulate Rules Governing the Amateur, Tradamateur, and Lucramateur—What the Ladies are Doing.

LONDON, Jan. 13.—“It is most probable,” according to today’s *Evening News*, “that this year will see three classes of riders under National Cyclist Union rules. The professional committee have formulated their scheme, which provides, it is said, for cash prize racing by professionals. The three classes might very well be named the amateur, the tradamateur, and the lucramateur.”

The professional rules of the N. C. U. are to be submitted to the new Professional Union (Limited), who, by the way, have increased their capital from \$30,000 to \$300,000, according to the same journal. It has been found impossible to decide at present whether there shall be an event held each year in which the best amateurs and the best professionals shall meet each other, but this point has been deferred for future consideration.

The Mowbray House Lady Cyclists’ Association held a meeting on Wednesday at which much important business was transacted. Lady Henry Somerset is the president of the association, Miss Frances Willard the vice-president, and Mrs. Ormiston Chant the chairwoman. Mrs. Leake has been appointed treasurer and Miss N. G. Bacon continues with unabated energy the work of honorable secretary. Until the membership reaches 100 there will be no entrance fee or subscription. When that number shall be attained a general meeting will be called to settle the constitution, rules, and subscription of the association. The following “objects” form part of the memorandum of association which has been issued:

- (a) To promote the use of bicycles, tricycles, and other similar vehicles among women.
- (b) To introduce and assist in working co-operative bicycles and tricycles among women.
- (c) To form a common center for all women interested in cycling.
- (d) To assist in starting and supporting an international London clubhouse for all women interested in cycling.
- (e) To assist in starting and supporting cottages or rest houses, in various parts of the United Kingdom, for members and associates of the Mowbray House Cycling Association.
- (f) To co-operate or amalgamate with any society or institution having objects similar to any of the above named objects of the association.
- (g) To facilitate touring for women cyclists by printing a list of all Young Women’s Christian associations, women’s residential clubs, private houses, boarding-houses, hotels, etc., which will accommodate tourists at certain prices, and under certain clearly defined conditions.
- (h) To assist in promoting dress reform for women cyclists.

The association will be strictly confined to amateurs—as defined by the N. C. U. The members will consist of those who contribute to and use the co-operative cycles owned by the association. The associates will consist of those who are interested in and desirous of promoting and encouraging cycling among women.

At the meeting referred to, the subject of dress was discussed and Dr. Margaret Sharpe described a Scotch costume, very unique and pretty, which met with the approval of those present. After several other styles had been suggested and discussed, the meeting was adjourned to the 24th inst.

C. W. HARTUNG. NEWY

The New Rules.

The rules formulated by the N. C. U. are printed below. The matter will be voted upon at a special council meeting to be held at Leeds on February 10.

Before going into details the N. C. U. urges clubs and other bodies holding race meetings to include one or more open races for cash prizes, and undertakes to issue official permits for such mixed tournaments. The rules provide for a licensing system, all licenses to be issued by three members of the union, to be known as the professional licensing committee. The latter shall have power to grant, withdraw, or suspend any license.

The offenses for which a rider may be disciplined are roping, boring, betting against himself or on an opponent, fixing a race, taking or offering a bribe to lose, and demanding payment from race promoters. The line between the out-and-out professional and a member of the new class is drawn as follows:

“A professional is a rider engaged in connection with a ground or track as trainer, etc., who is engaged by a manufacturer solely for the purpose of riding, or who acts as paid pacemaker in record trials or paced races, or who takes part in matches for staked bets with other riders,

“A cash prize rider is one who races for cash prizes, and who may be connected with the trade, riding the machines or goods of the firm he is engaged with in his races, being engaged partly but not solely for racing purposes.”

Riders of both classes may compete together, or races suitable for each may be given. All must be held, however, under N. C. U. racing rules, and no open betting shall be allowed. A records committee will be appointed to deal with all claims to record made by licensed riders under the new scheme, and no record will be considered unless the watch is held by a licensed N. C. U. timekeeper.

The committee further recommends that the union shall hold or sanction at least one championship every year, open to both types of cash riders, and it also urges the holding of a championship open to all riders, including bona-fide amateurs, without the status of the latter class being affected thereby.

NEW YORK CLUBS HAVE NO DEAD BEATS.

NEW YORK, Jan. 20.—Considerable comment has been heard in the metropolitan clubhouses on the action of a Chicago club in suing members in arrears for dues. Not much sympathy is wasted on the delinquents, but the good taste of dragging club affairs into the courts is pretty generally questioned.

In the metropolis the old-time notion of the inviolable privacy of club life is still generally maintained. A recent notable exception to the rules was the electioneering carried on through the public press by two factions of a famous athletic club. But it is very seldom that the differences or troubles of the clubs are heard of outside of clubhouse walls. In well managed clubs the question of delinquent dues causes little trouble. Usually an initiation fee equal to a quarter, or half year’s dues is charged and collected with the quarter’s dues, and thereafter, if the treasurer does his duty, no member should be in arrears for dues for more than three months without the delinquent’s name coming before the club or board of governors for action. The Metropolitan Association of Cycling Clubs keeps a delinquent list of persons dropped or expelled from clubs in the association, from which it appears that even among the larger clubs there are not over a dozen members dropped in the year.

The trouble with the Chicago clubs seems to be that the collector of dues is not looked after closely enough, and that sufficient care is not taken in electing members. Where a proposition for membership requires two seconders, and a membership committee inquires into the social and financial standing of the applicant, there ought not to be many “dead-beats” admitted into a club.

Perhaps the desire to make a large showing of members causes a sacrifice of quality to quantity. None of the metropolitan clubs can claim a membership of two to three hundred each, as was done in a list published last summer purporting to give the membership of the cycling clubs in Chicago. But New York is old foggyish and prefers paying members to a long membership roll.

The withdrawal of the Harlem Wheelmen (because of the illness of some of their men) from the bowling tournament of the Metropolitan Association of Cycling Clubs leaves ten clubs still in the contest for the \$250 prize cup. The Atlanta Wheelmen, of Newark, and the Brooklyn Bicycle Club are now tied for first place, with the Jersey City Athletic Club Wheelmen and the Elizabeth Athletic Cyclers closely following. The Manhattan Bicycle Club was in bad luck during the week, losing two games by a few pins each, and now stands at the foot of the list.

The M. A. C. C. pool tournament has opened with four clubs contesting—the Elizabeth Athletic Cyclers, Atlanta Wheelmen, Manhattan Bicycle Club, and Riverside Wheelmen. There is a \$150 silver cup for first prize, and two other prizes, so that no matter how poor the play, three of the teams are likely to carry off prizes. The absence of the Brooklyn Bicycle Club and the Kings County Wheelmen from the tournament is somewhat of a surprise, as each club contains some good pool players, and the two clubs have had their own tournaments for several winters past, culminating in a joint contest between the two clubs near the end of each season.

F. J. Titus, the Riverside Wheelmen’s pet racing man, recently tried to induce his club to drop the now useless office of bugler from the list of club officials, but could not bring the majority to his way of thinking. Cycling clubdom was therefore somewhat surprised to notice that at the election of the Riversides last week Titus was elected to the distinguished office of bugler. Most people regarded it as a joke of his club-mates. But Titus is a shrewd fellow. He is destined to be “boss” of the machine, or a senator from New York state some day. Not being able to accomplish by reason and argument the modernization of his club officials, he seeks to accomplish the object in another way by procuring his election to the office he desired abolished. For the next few weeks the Riverside’s clubhouse will resound day and night with all the discords possible to be extracted from a bugle by a most diligent learner. There will be no cessation or intermission in the agony. Then, a couple of months hence, a friendly member will introduce anew the proposition to abolish the office of bugler, and it will be unanimously adopted by the much-enduring members. A smart man is Titus!

Quakers Indorse Luscomb.

The meeting of the Pennsylvania division Monday lasted all day. The constitution was revised, the state divided into districts, and representatives elected from these, instead of voting from all over the state. The treasurer’s report showed \$2,224.57 in the treasury, and an increase in membership for year of 931. The entire membership is 3,645. It was voted to uphold the admission of the negro, and the Luscomb ticket entire was indorsed heartily. Asbury Park is Pennsylvania’s choice for the next L. A. W. meet. Three hundred dollars was appropriated for the club that will manage the state meet this year and \$500 voted to Chief Consul Boyle as a retaining fee. The delegates elected to attend the National Assembly were as follows: P. S. Collins, Philadelphia; A. D. Vincent, Oil City; C. A. Dimon, Philadelphia; A. F. Nelson, Harrisburg; F. A. Deans, Wellsboro; F. C. Wallace, Scranton; F. T. Myler, Pittsburg; C. G. Wilson, Reading; G. T. Bush, Bellefonte; M. C. Morris, Germantown, and H. E. Bidwell, Pittsburg. The good roads question was liberally discussed by the fifty delegates present.

Cochran, who had charge of the Waltham track last season, will take charge again this spring, and will leave on a mysterious trip in connection with the track the coming week.

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GEO. K. BARRETT, EDITOR.

CYCLE PRESS ASSOCIATION COLLAPSES.

During the progress of the New York Cycle show a representative of THE BEARINGS was requested by the representatives of other of the cycling papers to be present at a meeting at the Everett House for the purpose of forming a cycle press association. Before the meeting proceeded to business each man present pledged himself not to divulge any of the proceedings. After that various matters were discussed and it was agreed that a constitution should be drawn up regulating almost all the business proceedings of the papers represented, except that of fixing rates; and this might have been touched on unless THE BEARINGS' representative had stated in the beginning that his paper would not be a party to any agreement that attempted to regulate rates. The papers represented were THE BEARINGS, *The Wheel*, *The Referee*, *American Wheelman*, *American Cyclist*, *Cycling Life*, *Bicycling World*, and *Sporting Life*. The meeting was held on Thursday evening and before the show was over on Saturday evening every interested person knew the results of the meeting; and it developed, a little later, that in other particulars those present at the meeting had acted in bad faith.

A meeting was called at the Bingham House on Sunday last. After it had been called to order THE BEARINGS' representative withdrew, giving as reasons that his paper could not enter into any association whose members had shown beforehand that they would not keep faith, and that it was amply able to take care of itself. *The Wheel* was not represented and was not supposed to be in favor of the association. The representatives of the other papers tried hard to persuade THE BEARINGS to fall into line, but without avail. When it was clear that this paper was not to be represented under any considerations, the representative of *Cycling Life* withdrew and the meeting adjourned *sine die*.

Requiescat in pace.

ANOTHER INVASION OF EUROPE.

Poor old England! Will those pesky foreigners ever leave her alone and let her own men win her championships? First Lehr, the German, then our own Zimmerman, and later Sanger, Milwaukee's pride, come along and walk—or rather ride—off with the blue ribbon of the English path. Now Johnny Bull is to suffer another telling blow. Bliss, Dirnberger, and Bald are preparing to cross the herring pond and give the Englishmen a battle royal. These youngsters have been making their preparations for some time, and it is now announced on good authority that the trio will surely go over. If they do, it is pretty certain that they will not disgrace their colors, for from the showing they made last fall they are among the top notchers, and are constantly improving. Bliss has proven that he can trail any man on the path today and yet have enough up his sleeve to make a fine sprint. Dirnberger is built on the same lines and will take chances that would make an ordinary man turn pale even to think of. Bald, we might say, is as yet

untried. He does not know how fast he can ride. He has beaten Tyler, Sanger, and Johnson, and has ridden a record quarter.

They could not have selected a better time for their invasion. Harris, Schofield, Linton, and most of England's best men have joined the professional ranks, and no one remains who can even make a creditable showing against the Americans. The only way the N. C. U. can protect its championships is to play the same game upon our men as it did on Zimmy and refuse them a license. But will this august body attempt this again after the scoring it received last year? Let us hope that the Solons have gained a little sense and will not try it again.

STRAY SHOTS.

Says Boston Doesn't Want the Meet.

All was not so serene as it should have been with the request of the associated clubs of Boston for the annual meet of the League in that city. The associated clubs were a unit (almost) in the invitation extended, but the cyclists of the town did not seem to take to the matter as readily as the cyclists of a city that wants such a mammoth meet should. One man who was seen the day after the action of the clubs said, "What on earth the city of Boston wants to run the meet for this season is more than I can understand." He said that he had and he would oppose it in the papers until it was finally settled. He held that the city was not in a position to take up the matter in such a hurry, and that at least a year should be given to prepare. Others said about the same thing. Charlie Howard, treasurer of the Massachusetts division, said, however, that he thought that the city could take the meet and make a great success of the undertaking. He said that the Massachusetts division had given a meet in Boston, and that there had been considerably over 2,500 in the line of parade. Sullivan, the cycling editor of the League, was the most enthusiastic of the supporters of the measure, and said that he would fight for it in the assembly. Kerrison, of the *Herald*, was one of those who opposed the measure in the A. C. C., and he will continue to oppose it in the assembly.

Turned the Tables on Lewis.

While Dai Lewis was in Chicago he undertook to show Frank Eppele, of the Eastern Rubber Mfg. Co., around town. The two were walking down State street and passed a building that was being torn down. A huge chute led from the third story window to the ground and workmen were busily engaged in dumping the debris into it.

"What is that?" asked Eppele, as he rubbed a big piece of brick out of the corner of his eye.

"Why, that is an ash chute," replied Dai, winking the other eye and smiling at the credulity of his friend. "They require them in Chicago to get rid of the ashes in a big building of that size."

A few nights afterward this pair passed the same building and the chute was still in active operation. Eppele "took a tumble" and dryly remarked to Lewis, "They have a great lot of ashes here." Lewis didn't have a word to say and promptly led the way to Winter's and bought the tire man as fine a supper as Winter could lay out.

Characteristics of English Long-Distance Men.

George Pilkington Mills was wont to be positively saturnine, and though he has come out of his shell a good deal of late years, he is still no master of small talk. His greatest enemy—if he has an enemy at all—dare not accuse F. T. Bidlake of being a blatant, loud-mouthed man; on the other hand, he is rather singular by reason of a disposition that is positively retiring, says *Sport and Play*. M. A. Holbein is a raconteur of the first water, and a cheery soul to boot; and Thomas Edge—the "Tommy Edge" of the American papers—in like fashion has been known to crack a joke. Indeed, rumor hath it that once or twice he has essayed to sing a comic song, and that, strange to relate, without being shouted down. R. H. Carlisle favors Bidlake and the sailor's parrot, in that he is more of an adept at thinking than talking. On the contrary, J. M. James would talk the hind legs off the most energetic of asses. Last, but not least, there is Shorland. He simply "bubbles with wit and with humor"—the new humor that is—all day long. Indeed, we shall never be surprised to learn that he tells tales in his sleep, each one of which you may depend is prefaced by the remark, "I say, old chap." There is positively no holding Shorland's tongue, while his pranks are endless, as they are invariably harmless.

Expensive Riding for Fournier.

M. Fournier, the well-known French professional cyclist, was the defendant in a curious action which occupied the attention of the Paris law courts last week. Fournier entered into an agreement with a firm of cycle manufacturers to ride their machine, in consideration of a salary of \$600 a year. The agreement expressly stipulated that he should pay a year's wages to his employers if he rode any other machine, and that in the event of his being called on to serve his term in the army, the contract should be binding if his military duties did not prevent him from riding for his employers. Soon after the agreement was signed Fournier was called to a different part of France, to take his turn of military service. According to the evidence given at the hearing of the case, he came to Paris on a holiday last April, and during his visit he raced in public on a machine made by another firm. The action was brought to recover the penalty of \$600 mentioned in the agreement. The defense of Fournier was that anything he did during his

term of military service did not constitute a breach of his agreement, but the court thought otherwise, and Fournier will have to pay \$600.—*Irish Cyclist*.

Bunnell Feels Hurt.

O. S. Bunnell will take an active interest in the N. C. A. the coming year providing the men who competed in the races at Madison Square Garden Christmas week are expelled or at least laid off for a year. "Bunnie" says that he worked like a slave for the cash prize boys and would have liked to have seen them stand by the people who had revived the sport. Had all who competed at New York refused to take part unless a sanction was secured from the N. C. A., then it would have been obtained. "I sweat blood for the organization and built three tracks all myself," said the great hustler; and with a sad look on his genial face, he continued, "They threw me down at the very first opportunity. I am a friend to them all and that they know full well, but they must be punished for the good of the sport."

Three Heavyweight Judges.

The three judges of the cash prize league in the Brooklyn district last summer were three of the heaviest men who ever served at a cycle meet. The combined weight of the three men—all of whom are reporters, by the way—was not less than 700 pounds. Tidden, of the *Daily America*, headed the list with 300 pounds to his credit. He is large in proportion. Then there is Norr, of the *World*, whose weight is fully 250, and Kennedy, of the *Times*, who has over 200 pounds to his credit. When the three men came out across the field before the races were started the audience always appreciated the joke and gave them a rousing cheer.

This is Terrible.

The Overman Wheel company, manufacturers of the Victor bicycle, threaten to move their works to Germany in case the tariff is reduced, and the republican papers are uttering wild fulminations against the democrats consequently. This is absurd. These bicycles cost less than \$25, and the selling price is \$150. The protection afforded amounts to no more than 100 per cent. The tariff could afford protection to no more than \$50. In other words the company is making a clear \$100 over and above any help from the tax. If their removal to Germany would reduce bicycles to \$50 the country would be the gainer.—*Sioux Falls (Ia.) Morning*.

Bliss Will Tackle an Engine Next.

When Bliss was returning from the south on a train over the L. & N. road he stood talking on the rear platform, and at the same time said that he would like to have a chance to go for a mile behind a train that was moving as fast as the train he was then on. He said that he would go if he could find the man that was ready to stand the expense of building a platform between the rails, and only wondered if the swaying of the wheel would not be likely to send him over the side, "for the wheel does sway a great deal when you are going a mile a minute," said the little flier, as if he knew all about the matter of going at that speed.

Waltham Track to be Made Famous.

There will be race meets and race meets at Waltham track this season, one in fact about the middle of each month. The surface will be, so the Boston management say, the surface of the country. Mr. Bradstreet will try to get a number of the racing men to train on the grounds this season, and will probably put a training quarters at the track where the men may reside while at work there. Everything will be done at this, to be, famous track this season to bring it a national reputation, and the owners, who make it a hobby and do all in their power without regard to money, will make the business of giving race meets a success.

The "Mossback Scorchers."

EDITOR THE BEARINGS: In your issue of January 5, under the heading "A Southern Racing Wheel," you give a most natural representation of the "Mossback Scorchers," '93 model. This wheel was first made known to the writer by encountering it some distance from the city while making a century, and mounted on it, evidently enjoying the luxury of its wood frame and solid iron tires, was the inventor and owner, a young white farmer, residing ten miles from Birmingham. It was built for actual service, and has been in use for the last seven months, but was not constructed by a negro, as your article states.

W. C. HARRIS, JR.

BIRMINGHAM, ALA., Jan. 8.

Another Invasion of England.

It is rumored that J. P. Bliss, E. C. Bald, and M. F. Dirnberger, composing the Rambler team, will pay a visit to England this coming spring. If these youngsters go, the English will again have the chance to see a foreigner carry away their championship.

THE LASS WITH LAUGHING EYES



I know a pair of laughing eyes,
They never looked on me with scorn;
They're bonny as the summer skies
And brighter than a summer dawn.
They never looked on me askance
And, ah, what mirth those eyes display.
I love the sparkle in her glance,
The lass who passes every day.

She flashes past at noon-hour's strike,
In costume trim with action neat;
There's not a girl who rides a bike
But envies Daisy's dainty feet.
She's but a lassie scarcely ten,
And so, kind friends, you may opine
That though she'll some day tease the men,
She scarce can break a heart like mine.

Sandy Hook



H.A.H. Cox

UP TURKEY CREEK CANON.

Three Denver Wheelmen Take an Enjoyable Moonlight Run Through Colorado Mountains—They Have Real Fun.

One evening during the last week of September three of Denver's wheelmen, Messrs. Herrick, Peoples, and the writer, started on a mountain moonlight bicycle trip of thirty-five miles up Turkey Creek canon, which lies back of the little mountain town of Morrison. In this trip we combined the novelty of a ride under a full moon, which made it nearly as light as day, and cast a peculiar glow over all the surrounding country, entirely differing from the same sight by day; the enjoyment of magnificent and rough scenery, truly grand by night, and also the exhilarating effect of the bracing mountain air.

The moon was full when we started at 8 o'clock, not a cloud in the sky, and the ride of seventeen miles to Morrison first took us over the prairie and then winding around the foothills. This was a gradual ascent, and there are some pretty spots on the road, especially those little groves at the bottom of the ravines, which at night, with the trees at each side of the road joining overhead, seemed like small tunnels, the light streaming in from the farther side. At Morrison we stopped about half an hour, ate some lunch, and then commenced the harder half of the trip, which made it all the more enjoyable. Leaving here, the road to the mouth of the canon runs along the side of the mountain toward the south for about two miles, and all the time up and up, part of which we walked. The scenery of the next five miles is the part of the trip that well repays one for the hard work that it necessitates.

At the end of the two miles spoken of the road abruptly turns to the west, and now you are on the brink of a precipice, the road being cut into the side of the mountain, which rises almost straight above you, while the mouth of the canon lies some 1,000 feet below. Here we lingered for a few minutes and gazed out upon the prairie, dotted with its small ranches. It goes without saying that we took the inside of the very narrow road, as we wanted to run no risk of being dashed into eternity by slipping over the edge and coming to an abrupt stop against the other side of the canon with a sickening thud. The bright moon seemed to light up the canon almost as light as day, and as we spun along this stretch of road, which is comparatively level for a mountain path, we enjoyed the grand scenery and the bracing air as only wheelmen can. Soon we came on a level with the bottom of the canon, and from here to the end of our journey it was nothing but winding in and out between the towering walls on either side, and a climb, climb, climb, with quite a little walking to be done, more so than usual as this was the first trip of one of the party into the mountains. After gaining the level of the canon the air became quite cool, the wind striking us directly in the face as it came down the canon. From here on it was a steady climb, with but few level places, and when we did strike a level spot we cut the wind in great shape.

About 1 o'clock we came to a schoolhouse and in this neighborhood we decided to camp. We tried to get into the school, as we could see through the windows that it contained a large drum stove, but it was futile, and we then proceeded to build a huge fire on the hillside. As soon as we had it well started we unslung our rifle, overcoats, and packages of lunch from our wheels and proceeded to satisfy an enormous appetite. Some of the wheelmen of the plains think their runs are conducive to large appetites, but let them once tackle a run of this kind and they will be surprised at what they can eat and how good it tastes. Piling more logs on the fire, and laying some boards on the ground to sleep upon and to keep us from absorbing the dampness from the earth, and wrapping ourselves in our great coats, we did not forget to take a good drink of brandy to keep us from catching cold, and we then lay down and slept until 6 o'clock that morning.

During the night the water froze in the cup that we had left by the side of the spring, but nevertheless we did not catch cold, nor were we at all stiff when we arose. In a neighboring garden patch one of the party dug some potatoes, which were roasted in the embers of the fire of the night, while another milked a cow that stood quietly in the road, and this, with the remainder in our lunch boxes, formed our breakfast. The next three hours were spent in tramping over the hills and shooting squirrels, and at 10 o'clock we went to a ranch and filled up on bread and milk, and at 11 started on our downward and homeward journey. The wind was now blowing strongly up the canon, but with the heavy grade in our favor it cut but little figure. Here is where the true pleasure of a mountain trip comes in. We now were gliding along at a rapid rate, faster and faster as the miles were quickly left behind, and we had nothing to do but coast along, the only drawback being the heavy clouds of dust we raised in our mad flight. None of the machines had brakes, but the foot makes a very good brake after all. Mile after mile was passed, and the rocks in the road, which were covered with dust, a number of times nearly caused us to take headers, but we came through without an accident of any sort.

One of the party, as he was coasting along ahead of the rest at a rapid rate, looked behind to see if the rest were in sight. Just as he turned his head he struck a rock concealed in the dust and up he and the machine went into the air. He entirely left his seat and lost the pedals, but fortunately did not go headlong over the wheel. He came down in the saddle all right, after sailing through the air quite a distance, and he then decided that it was all he wanted to do to watch the road, not his companions. Almost before we were aware of it we were again on the stretch of road lying above the precipice, and soon the plains opened out to our view. We again lingered for a few moments here to gaze upon the rough canon lying

at our feet and the grain fields and cozy ranch homes on the plains beyond. We were not many minutes making the two miles into Morrison, and a better road for coasting could not be desired, for it has a hard surface and is slightly winding. At Morrison we again stopped half an hour, and the journey into Denver seemed to us quite tame now, considering what we had passed through, although the trip between these two points is one of the wheelmen's most enjoyable rides out of the Queen City of the Plains. We arrived at home in the middle of the afternoon, much in need of a bath, a good meal, and a long night's sleep.

H. A. HUFF.

JOHNSON BREAKS ANOTHER RECORD.

CLEVELAND, OHIO, Jan. 30.—John S. Johnson and party were with us last week, the weather turning cold and making good skating. C. A. C. park was well filled during the engagement of the champion, and his performances were much enjoyed. On Saturday morning a record breaking took place upon the Ohio canal, Johnson lowering his own half-mile record by several seconds. The wind on the first quarter was square in his face, but he made it in :39 4-5. The course was now at right angles with the wind and he came down the stretch like a shot, finishing in the remarkable time of 1:16 4-5, beating the previous world's record of 1:22, made by himself last season at Minneapolis. The officials were: Referee, W. M. Perrett, New York; judges, Isaac Reynolds and W. F. Sayle; timers, George Collister, E. C. Johnson, and W. H. Laidley; starter, James Josephi. In the evening Johnson and party were entertained at the Lakeside Clubhouse, and later at the home of the Cleveland Wheel Club, leaving for the east at an early hour on Sunday.

Ninety-two members of the C. W. C., accompanied by J. S. Johnson, Tom Eck, and party, visited the Cleveland Grays' Midway Plaisance on Wednesday evening last in a body. The Indians had no show that night.

Nominations for the officers of the new Cleveland Wheel Club closed Saturday night, and the slate shows the following candidates: For president, B. J. Hamm, Geo. L. Ralston, and H. A. Sikly; first vice-president, C. E. Vaupel, W. H. Smith, H. A. Sikly, F. F. Andrews, F. L. Carvil, and E. B. Lane; second vice-president, H. A. Sikly; captain, Robt. Lindmueller and W. K. Myers; board of directors, Al. Hoffman, W. H. Chubb, Wm. Engle, W. H. Laidley, C. L. Schleman, C. G. Merrills, Al. Dorn, W. J. Henley, Jay J. Phelps, J. F. Marshall, R. Lindmueller, E. F. Hamm, Geo. Collister, Jno. T. Huntington, W. F. Sayle, W. H. Gwinn, W. A. Saunders, J. F. Starkey, J. L. Fontaine, F. R. Carvill, B. E. Carpenter, and B. J. Hamm.

February 6 will usher in the new officers, and on the 8th a grand inauguration ball will be given at the clubhouse. Special efforts will be made to have this affair the hop of the season, and active preparations are already on foot.

W. M. Perrett, of New York, representing the Raleigh company, spent a few days in Cleveland last week. Mr. P. is credited with saying that for an individual wheel clubhouse the one occupied by the C. W. C. is the finest he ever visited.

Quite a number of the Lakeside boys are posing as the finest in the "Midway" beauty show. Noticeable among these are H. H. McKerrill, J. L. Deegan, Fred Scheldt, "Dude" Heffron, Charles Hoyt, Frank Randall, and Clarence Thomas. President Shupe is also taking an active part in the show.

Eck & Co. Will not Dissolve.

Tom Eck and Johnny Johnson were at the show on the second day and were both denying the story that Tom and Johnny would part, which was so freely distributed the past week. Said Eck, "You can deny that yarn tee-totally if you will, for there never was and never will be a separation between us. Johnny will soon be through his skating and then we will look after the next season's work on the track. We will probably go south to train and may go to the Midwinter Fair. Savannah's wheelmen have invited us to go there and I am favorable. Johnny will of course ride faster and better than he did last season and we will be more wise than we were then. We did too much work in the early spring. Johnny will ride with the wings of the wind this season and can be depended on to make a good showing. He is stronger, and I am sorry that the story was given publicity regarding a possible separation between us, as I would have liked to have had all things of that kind out of print now that I have the lad, my boy, in shape to 'do' the world. I have worked hard on him ever since we first came together and I think there are few can deny that I have done all I said I would do. Johnny lacked experience in past seasons but is fast learning the little tricks of the path and the generalship of winning races. He will ride with a head this season and will be one of the greatest generals of the track, now you mark my words. Well, Mike Dirnberger came out just as I predicted and I claim to have had a great deal to do with that. You will remember that I said when Johnny was reported to have been made a 'pro,' I said that I would at once send for Mike, and my judgment was not far off, now was it."

Johnny is looking well and happy and is as thoroughly in condition as a man can be. He will take a short rest before he goes into training for the bicycle season. Eck is grayer and happier than he has ever been. He is fatter also and is taking on quite a patriarchal appearance. Eck believes heartily in a one-class rule and not in two classes. A one-class and a liberal rule—an amateur is one who has never raced for cash. He would of course like to see George Gideon's ruling go, "selling prizes at the end of six months after winning."



Price, \$125.00

Model 34 Columbia

As great a stride of advancement has been made in our present line of wheels as has ever been made in one year over the year preceding, since the safety bicycle came in, and our Model 34 embodies the result.

It is a new machine in many important points of design and construction, retaining also the best features of our previous light wheels. It is made for expert and intelligent riders, who take care of their mounts even while putting them through hard road work; and used as any finely constructed piece of mechanism is entitled to be treated, it will give the highest satisfaction that can be expected of a bicycle. Weight thirty pounds with, twenty-nine without, brake.

Boston
New York

Pope Manufacturing Co.

Chicago
Hartford

Full description in Columbia Catalogue, which is furnished free by Columbia Agents or mailed for two two-cent stamps.

Mention The Bearings

Hickory
TRADE MARK

Hickory
TRADE MARK

EVERYBODY PRAISES THE
"HICKORY."

Each mail brings letters complimenting us on our new models. We aimed to produce a line of machines second to none and have been successful.

Special features in the "HICKORY" not to be found in any other machine. Some of our improvements are the new method of fitting spokes, new detachable rear sprocket, new style mud-guards, new method of attaching and detaching guard and brake, etc. Send for catalogue, which tells the whole story.

HICKORY WHEEL CO.

SO. FRAMINGHAM, MASS.

Mention The Bearings

Send for terms to agents.

Hickory
TRADE MARK

Hickory
TRADE MARK

The **Hartford Safeties**

FOR 1894

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00


Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

The Hartford Cycle Co.

HARTFORD, CONN.

We abide by our promises,
and promise naught
but what we can fulfill.



We have made and sold thousands of tires
and we defy any one to point to a single
instance where a customer has been badly
treated, or a disputed account.

2645 NORTH TWELFTH STREET,
PHILADELPHIA, PA., December 30, '93.

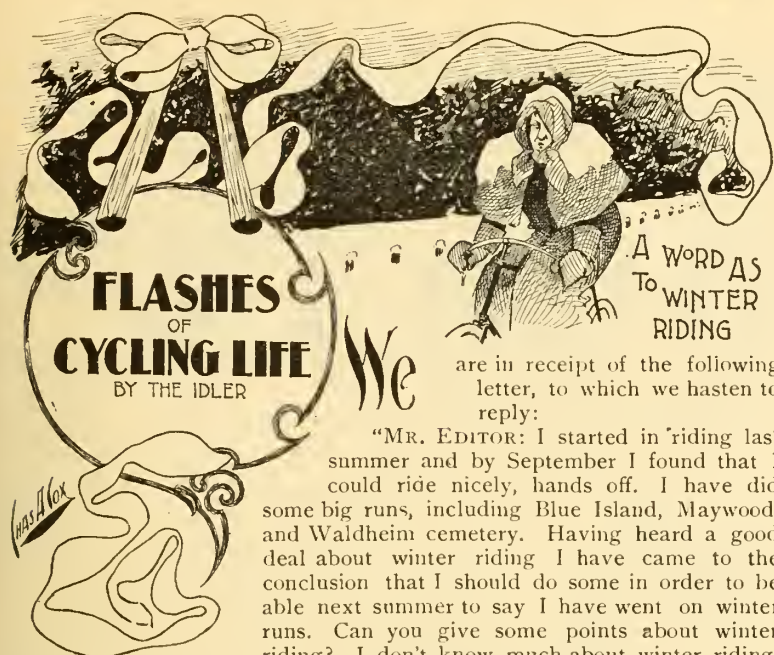
EASTERN RUBBER MFG. CO.,

TRENTON, N. J.

GENTLEMEN: I wish to acknowledge the receipt of the tire, and write to show my appreciation of your treatment. The principle you maintain will, without a doubt, increase your business. It is a principle that evolves higher and higher, and the tire you manufacture is, without a doubt, the best on the market, and I am glad that you make one that I can conscientiously recommend, and will. Thanks.

(Signed) CHAS. J. HECKLER.

Mr. Heckler returned a tire to us on account of a slight defect, and we replaced it.



and any information you can give me about winter riding will be highly appreciated by

In response to Would-be Scorchers I would say that winter riding is a good thing, I don't think. The chief objection to winter riding in my opinion is the winter. This exhilarating sport would be the finest thing in the world only for the cold.

We once polled our club and we found that the vote decided, by more than a two-thirds majority, that the glorious invigorating winter-ride should not be missed for forty dollars whenever the weather is right. A second poll showed that our men, by the word "right," meant 90 degrees in the shade.

Winter riding, when done in the summer, has no equal, in our minds, in the entire scope of cycling.

However, I submit to Would-be Scorchers a few facts which will be found very useful when he wants his blood to tingle like a hot sport's:

In very cold weather we have found that a sealskin sweater lined with dog's hair has been found of great use.

One thousand eight hundred and sixty-eight brandy has been known to heat the blood.

Beer is good in any kind of temperature. It does not fly to the head and helps one to enjoy the scenery.

B. Herrick, F. Bidlake, and other noted scorchers recommend the liberal use of Bass ale, taken internally in quart measures. (We have found the use of it through a funnel necessary now and then to get the real benefit of it, but it's only a matter of taste and disposition after all.)

When times are hard, as at present, the use of snowballs for diet has been known to have a cooling effect on the stomach. In all cases we would advise they be eaten raw, for epicures say that cooking spoils them.

A good way to avoid cold feet is to press them gently against some adjacent warm back. There is nothing like animal heat when the extremities are chilly.

In all cases we would advise the rider to carry his League ticket and his card of admission to the Century Club. These are often useful for purposes of identification when one is found dead, or when his face is frozen out of shape. Our life was once saved in this way.

Other items are crowded out of this issue for want of space.

It Wasn't His Fault.

Here is a good story about Colonel Burdett. How true it is I can't say, but I give it for what it is worth:

The colonel was traveling not long since on a train going from Boston to New York. Seated opposite him in the parlor car was a fiery-looking, red-whiskered man who was looking at a copy of *Puck*. The funny paper had in it a set of comic pictures showing a bicyclist in various stages of a ride. These pictures struck the fiery man as being matter for the most intense disgust instead of amusement. He held them out to the colonel, at the same time remarking:

"Did you ever see anything like it in your life? Isn't it disgusting?"

"Oh, I don't know," responded the colonel bravely. "I think it is really funny."

"Funny! Why these jays of people that ride bicycles are the most addeheaded, pig-faced, brainless, idiotic, big mouthed—"

"Hold on a bit," interrupted Colonel Burdett; "don't talk that way. You don't know who I am."

The fiery man stopped a moment and stared at the colonel blankly.

"As I was a-saying," he went on, "these gillies that ride wheels are the cheapest, low livedest, out and out craziest, chuckle-headedest, meanest—"

"Stop!" cried the colonel. "I tell you that you don't know who I am."

The fiery man glared at the colonel again in a dazed sort of fashion and continued:

"I was a-saying they are the starvedest, meanest, consarndest, nastiest, wadheaded varminits I ever—"

"Look here," broke in the colonel, this time very red in the face and with rising indignation, "I tell you once more you don't know who I am."

The fiery man again stopped his flow of speech and again glared at the colonel.

"Well, who in the thunder are you, anyhow?" he asked at last.

"I," replied the colonel, "I am Colonel Burdett, president of the League of American Wheelmen."

The fiery man looked at him as if puzzled and then finished with:

"Well, I can't help it, can I? It ain't my fault; but as I was a-saying them fellers that ride wheels are the most ornary, flat-pated, asinine ijots I ever see."

Preferred the Straight Thing.

"Evangeline, dearest, I have come to claim your promise; you are now mine, all mine!" exclaimed the dashing Clarence de Stuyvesant Van Ham.

Evangeline O'Rafferty arose with the dignity of a Juno that has been winked at by a satyr. Her gorgeous eyes flashed fire as she flung a glance of indignation at the young man who had just found his divinity seated on a sofa of Queen Mary tapestry in her father's richly furnished parlor. She did not deign even a word in reply to his impassioned address, and her hauteur had a chilling effect on the young man's overheated disposition.

"What! You cold!" he exclaimed; "cold already! Evangeline, tell me, I conjure you, tell me what has happened? Has some villain interposed between our love, or has the old man kicked? Speak, I pray you. Do you not see that my heart is breaking?"

Evangeline caught up her long skirt (price 500 frongs, fresh from Worth, of Parée) with her left fin and held out her right deprecatingly in the direction toward which Van Ham lay.

"Away!" she said, "I will have nothing to do with you, you trick rider, you foxy dog, you cheap, paid man; away!"

"Evangeline!" cried Van Ham, approaching the beautiful creature and laying hold of her extended lunch hook. "What means this abrupt and diabolical change in your sentiments? You loved me, you did, when I beat Zimmerman in the half last summer, and you swore you would be mine. And I love you now; aye," he screamed in a frenzy of passion, "I love you more than I do my amateur status. You must not, no, by heaven, you *shall* not resist my love!"

The young man flung one arm about the strong, muscular waist of the palpitating maiden and imbedded the fingers of his free hand in her long, fluffy bang.

"Speak, false beauty," he roared. "What has come between me and my love?"



Strong as he was, Evangeline flung him from her as she would have flung a two-foot pump that would not work, and glanced at him with her dark, flashing eyes.

"Man, man!" she said in accents of the most intense scorn, with an expression of the most ineffable contemptuousness. "Do you take me for a Johnnie? Do you think I would stoop to wed with a man who had to have a horse to pace him that he might break a record?"

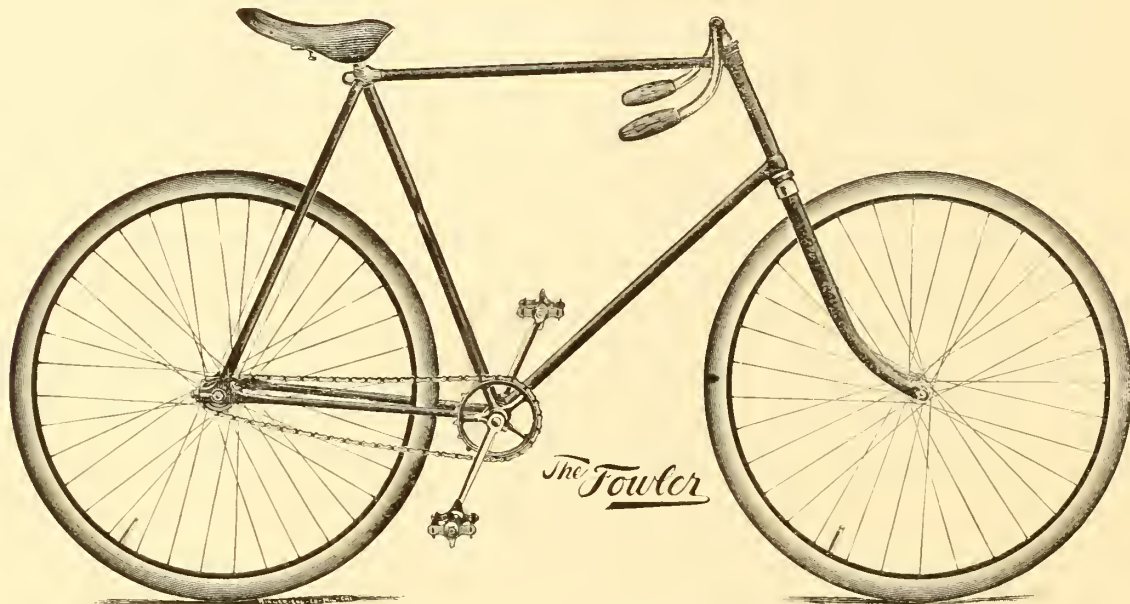
Van Ham turned from her, wilted. "Curses on the Racing Board," he muttered as he took his cane and left Evangeline O'Rafferty forever.

A large cycle manufacturer in France, thinking that the public does not know that his racers are working for him and not for pure sport, will stamp his mark upon their costumes.

No ifs or Buts about

“THE FOWLER”

OR ANYTHING WE MAKE...



MODEL 25.

WEIGHT 25 LBS.

Our 25-lb. road wheel, fitted with Palmer or M. & W. tires and wood rims, is fully guaranteed from the tires up.

It is not only all right for “careful, light, and experienced” riders, *but just as “all right”* for any one who rides a wheel, whatever his weight or height may be.

It is backed by us, as all THE FOWLERS are backed, to go any place where riders go.

'94 WHEELS READY FOR DELIVERY.

WE WANT GOOD AGENTS. WRITE US.

New England States

HANDLED BY

B. B. EMERY & CO.,

40 Columbus Ave.,
BOSTON, MASS.

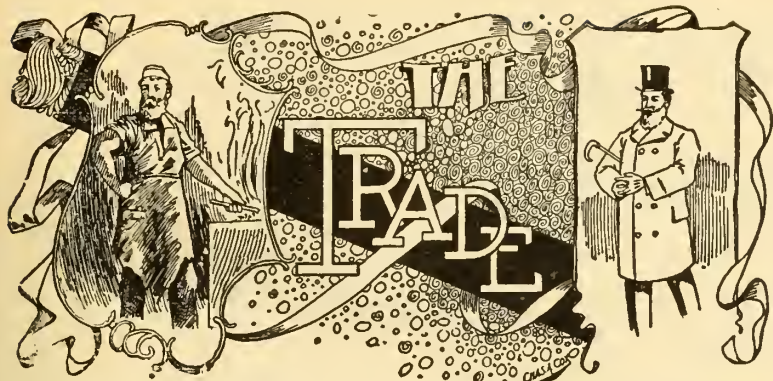
THEY CARRY FULL STOCK
OF WHEELS AND PARTS.

Hill Cycle Mfg. Co.

142-148 W. Washington St., CHICAGO.

An Echo from the late Show--“AS GOOD AS THE FOWLER.”

MENTION THE BEARINGS



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ON CYCLE ROW.

Retail Business is Picking up and the Dealers are Happy—What Some of Them Say about Their Prospects.

Retail trade in Chicago this year promises to be brisk. Already are prospective buyers visiting the stores, asking for catalogues, and promising to come in a little later and buy. The salesmen are beginning to limber up their tongues and go over the fine points of their wheels, so that they will be able to catch and hold customers who are sure to come as soon as the weather man up in the Auditorium tower relents and brings back Chicago's ideal weather. As soon as the snow disappears trade will be so brisk that the wires to the different factories will be kept hot with orders. Chicago's famous Cycle Row will not be the same as of yore however. Many of the stores have been closed, and there will be few, if any, new faces to be seen on the Row. Charles R. Overman, the new manager of the Overman Wheel Co., has been in Chicago several days, but is in hiding and hard to find. J. E. Templeton, secretary of the Century Road Club, has been engaged by Mr. Overman to assist him in the store. After looking at all of the available stores on Cycle Row, Mr. Overman has at last selected a place. It is at 289 Wabash avenue, the store formerly occupied by the Stover Bicycle Co. and right next door to the Victor's old rival, the Pope company. The store is now being renovated and will be opened in about two weeks.

A BEARINGS man took a trip along the Row last Friday and was much surprised at the extent of the business being done. The first place visited was the Quadrant Cycle Co. Here Harvey Pound was found extolling the merits of the Quadrant to a prospective customer. Replying to the question as to the state of trade, he said: "Fine. We are not complaining a bit. We have sold several wheels this week and are well pleased with the prospects. Just at present we are cleaning out a few of our old wheels so as to be ready for the spring trade. Mr. Fairchild, who is now on the road for us, has sent in several fine orders from the south, and has placed the New Orleans agency with C. H. Fenner. We'll sell plenty of Quadrants this year, never fear." And the jolly heavyweight hurried off to close the sale with the customer.

At the Stokes Mfg. Co. Messrs. Clark, Barwise, and Merpoll had formed themselves into a mutual admiration society, and were telling an interested audience what fine wheels the Union and Wellington really were. "Did you ever see such magnificent machines?" said Mr. Clark, as he twirled the pedals of the '94 Western Union, and pointed to the Wellington resting on a handsome nickel-plated support. "Do you wonder that our salesmen have such an easy time of it. Why, we just received a large order from Mr. Tillotson, who went to Detroit for us, and also one from Frank Silvers from Philadelphia. When Merpoll gets out we will have our hands full filling the orders sent in by our men." The Stokes company expect to do a fine retail business this year, and they certainly ought to with the Western Union, Wellington, Sterling, and a fine line of medium grades.

Every rider of the Columbia has a consuming desire to see that much-talked-of twenty-one and a-half pound road wheel. They besiege the Pope company's store in droves, and if that wheel doesn't soon put in an appearance they will send a monster petition to Colonel Pope. This light wheel promises to be a great drawing card, and if one-tenth of those who have called to see it buy, the Pope company will have to run an air line from Hartford to Chicago to get the wheels here. Manager Jackson is feeling happy, and already thinking of adding an extension to the store. M. J. Budlong is now traveling through Illinois and reports trade good.

When "Bob" Abbott gets his store at 289 Wabash avenue fixed up, the Raleigh will be as comfortably housed as any wheel in Chicago. Manager Abbott has secured a large store on the second floor of the building at the corner of Wabash avenue and Van Buren street, and will keep a stock of 500 machines on hand to supply the western trade. Assisting him in the office is R. H. Chapman, of Baltimore, while Harry B. Hanford will divide the western territory with Mr. Abbott. Last Friday George S. Macdonald, American manager of the Raleigh Cycle Co., was here viewing the situation. He was on his way to Bismarck, S. D., and tarried but a few hours.

It is an extremely cold day when C. H. Plumb does not manage to sell a wheel. Judging by this the weather in Chicago last week must have been tropical, for Plumb showed THE BEARINGS representative his books, which

proved that up to Friday he had sold five wheels. "But then one can not help selling the Ariel," he modestly added. "Why, it almost sells itself. I don't have to do any talking, I only show the wheel. Here is the little darling, though," said he, as he rolled out a twenty-one-pound Ariel Turtle. And he was right. The racing wheel was built on true lines, and looked as if it would run away unmounted. The Titania, the ladies' wheel, is a full-page "ad" in itself.

Two doors north Charley Sieg, of the Sieg & Walpole Mfg. Co., was found up to his ears in letters. As soon as he had time to talk he said that business was good; he couldn't ask for better. The Security had caught the popular eye, and he was kept busy answering queries about it. "By the way," he remarked, "here's something that will interest you. C. W. Barr advertised his cyclist's clothing in one issue of THE BEARINGS and he received fifty-one replies, half of them mentioning your paper. As THE BEARINGS was the only paper he advertised in, you can claim all the credit. And the "ad" was only an eighth of a page and in an obscure corner of the paper.

"We have nothing to complain of," said Harry Cassady, of Thorsen & Cassady. "Business is good, and trade is picking up every day. Our leader this year will be the Lovell Diamond. We control Michigan, Indiana, Wisconsin, Nebraska, Kansas, Minnesota, North and South Dakota, Illinois, and Iowa. We are now negotiating with the Remington people, and expect to close the deal next week. With these two wheels and the Western Wheel Works' line we will have a pat hand. Our men are now on the road, and orders are coming in fast. Hal Greenwood is in western Michigan for us, C. C. Meade in eastern Michigan, C. B. Potter in Wisconsin and Minnesota, and Charles Walker in Iowa and Illinois."

Over at the retail store of the Gormully & Jeffery Mfg. Co. Manager J. O. Blake was so busy that he didn't have time to talk to THE BEARINGS man. The Rambler's popular price has caught the public's fancy, and the demand for the wheel is brisk. There is a great call for the light wheels. The Rambler triplet in the show window is the center of attraction, and all day long the sidewalk in front of the store is lined with spectators who view the graceful machine with awe and admiration. The sundry business promises to be good.

Dan Canary, western manager of the Lamb Mfg. Co., has not yet reported for duty at the store of A. G. Spalding & Bros. He is expected at the Philadelphia show. Dan will be on the road most of the time, making Chicago his headquarters. Frank Fanning will continue at the head of the bicycle department for Spalding. Business at this place was not so good as at the other places visited, but Mr. Fanning said that it would soon pick up.

R. C. Whayne.

R. C. Whayne, of Louisville, is one of the most prominent dealers in the south. He has been in the cycle business for five years, but did not go



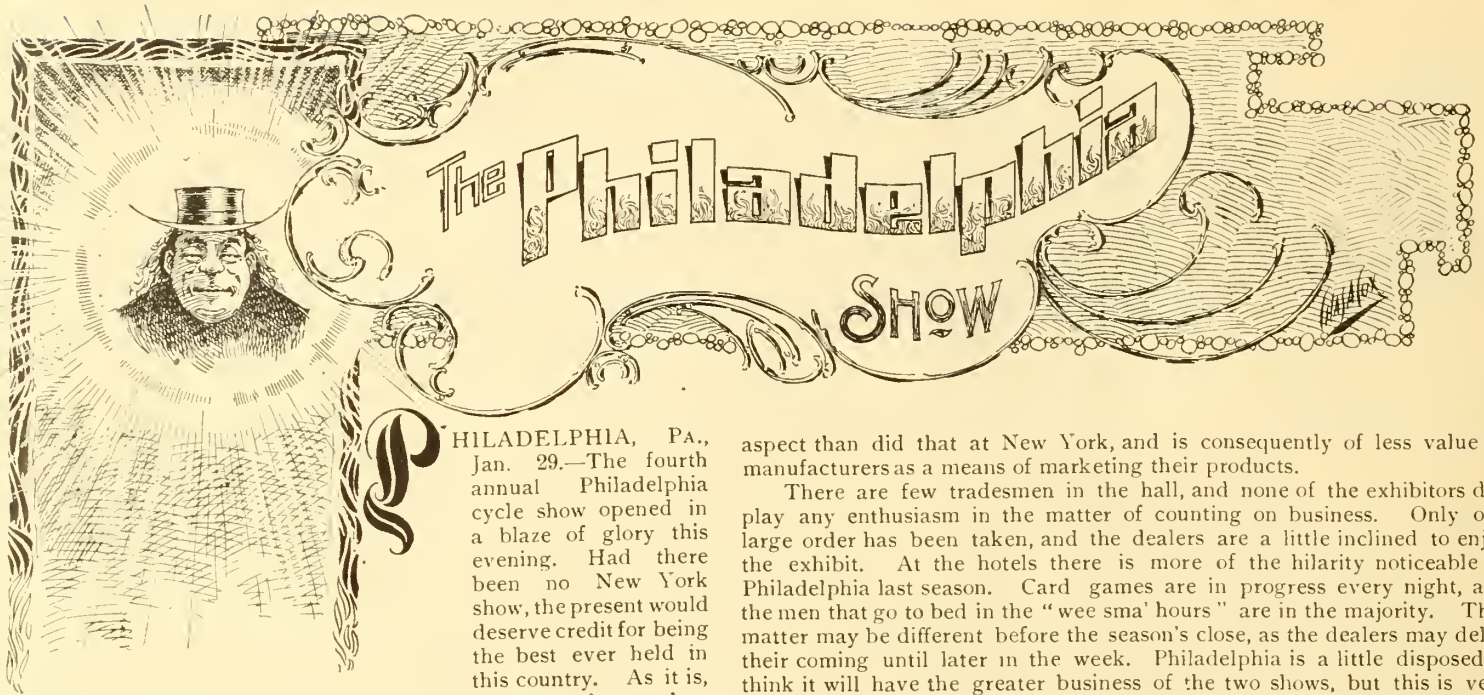
R. C. WHAYNE.

in on any very extensive scale until three years ago, when, realizing what a future there was in the business, he determined to devote his whole energies to the trade. His first jobbing business was done in 1891, from which time it has increased beyond his fondest expectations. His line for the coming season will be a particularly attractive one. He will continue to make the Southern, which has been well received in the past and has been vastly improved for the coming season, one especially good feature being a new adjustable handle-bar. He will have road wheels at

twenty-two and twenty-eight pounds of this make. He will also handle a special line made by the Western Wheel Works, which he is prepared to sell anywhere and everywhere. In addition he has another special line of cheap wheels and a full stock of sundries of all kinds. He makes a specialty of selling for cash, although he does not limit his trade to cash customers, and is prepared to offer great bargains. His catalogue will be out in the course of a week or two.

Zimmerman on the Road.

Zimmerman is having his first experience as a traveling salesman. He is now traveling through New Jersey for his firm—Burtis & Zimmerman. "Why," said an admiring friend, "just see the prestige he will have. He will walk into a store and hand the dealer a card reading 'A. A. Zimmerman,' and the dealer will proceed to make three distinct salaams, knocking his head on the floor each and every time. He will then pull out his little order book and take a large order for Raleighs."



second. Did this city afford a place like Madison Square Garden, it is doubtful if it would have to take anything less than first place.

The First Regiment Armory, where the show is in progress, is well suited to the purposes for which it is being used, with the exception of the fact that it is not large enough. Not only was every stand taken, but there were many late comers who wanted to get in but who were forced to stay out or be content to share some corner with other exhibitors. The armory has every advantage over the Fifth street market in which last year's show was held, and no tales of sickness contracted at the show will be heard this year. The building is well heated and everything possible has been done for the comfort and convenience of the exhibitors and the general public. The show spaces are elegantly decorated, and as flowers are freely used, the spectacle is a brilliant one. The ceilings are hung low with draperies in national colors, and the various banners of the clubs composing the Associated Clubs of Philadelphia are displayed at the sides. The stage is at the lower end from the entrance, and is far lower and more plainly seen from the aisles than was the stage at the previous show. There are gay decorations at the back of the stage, to the right of which is the Rambler exhibit and to the left the Victor. Both are the World's Fair exhibits of these firms, and are much improved over the former efforts. The stage and these two exhibits occupy the entire end of the hall. The Victor has the electric sign which was such a prominent feature at New York, and the Rambler exhibit is gay in electric lights. In this exhibit the lanterns are all supplied with electric lights and shine out brilliantly. In the dome of the pretty stand are a quartet of strong lights which give the show a gala appearance.

There are five aisles in the building, running lengthways. The exhibits against the wall on either side are rather crowded for room but are very attractive nevertheless. The Pope Mfg. Co. did not bring to this show its World's Fair exhibit, but has a very modest show indeed, as have several more of those who exhibited at New York. The newspapers are given spaces on the ground floor—there is no gallery this time in which to shove them—and have arranged their spaces in attractive ways. To the left of the door as you enter is the sundry row, in which are more than a score of the smaller exhibitors. When this row is in full blast it will probably be one of the prominent features. There is a man to every two feet.

The largest of the many local exhibits is that of the Pennsylvania Cycle Co., which has a total of six spaces in one. Here are shown six lines of wheels. Each of the manufacturers represented has representatives on the floor, and with the men of the Pennsylvania Cycle Co. this is the largest colony in any one stand. The G. & J. people have over a dozen men on the ground, and are making a great bid for business. Around this stand are seen the amateurs who made the Rambler famous the past season on road and track, and they are the hardest workers around the stand. The trick riding is especially a feature, and the trick and fancy exhibitions of Sid Black and Kilpatrick are liberally applauded. Black has a number of new tricks, but those of Kilpatrick, the King of the Capitol Steps, are all new to the spectators, and the splendid trick riding of this "half man" has captured the hearts of the audience. In his own style he comes to the front of the stage, before starting his ride, and tells of that wonderful ride down the famous flight of steps, when he astounded the world with his daring. His riding is a constant source of surprise, and is freely applauded at all times. He is as quick as a cat, and jumps all over the stage, saving himself many a hard fall. His feats on top of a table and two chairs are particularly daring, and caused much enthusiasm.

Of exhibits at this show that were not seen at New York there are comparatively few. Altogether the Philadelphia show takes on more of a local

aspect than did that at New York, and is consequently of less value to manufacturers as a means of marketing their products.

There are few tradesmen in the hall, and none of the exhibitors display any enthusiasm in the matter of counting on business. Only one large order has been taken, and the dealers are a little inclined to enjoy the exhibit. At the hotels there is more of the hilarity noticeable in Philadelphia last season. Card games are in progress every night, and the men that go to bed in the "wee sma' hours" are in the majority. This matter may be different before the season's close, as the dealers may delay their coming until later in the week. Philadelphia is a little disposed to think it will have the greater business of the two shows, but this is very doubtful. One thing is very certain, the city may well feel proud of this, its last show, and may feel that it would be advisable to enter the lists again next season. In the words of one of the exhibitors, "Had the shows of former years been as good as this, New York would never have had a show." Philadelphia is a great club city, and the club men are out in force every night.

The Philadelphians are feeling jubilant at their success and those who foretold the failure of the show have to swallow their words. At this writing it is impossible to say anything of consequence about the amount of business that will be done, but the outlook is good. There will certainly be a goodly attendance of dealers from the territory within a radius of a hundred miles from the city. Not much more is expected. The formal opening was made by some two or three speakers of the political type—come to think of it, they were politicians—whom nobody cared to hear and who commanded but little attention. In the matter of attendance the show was not up to the standard of the rival show of three weeks ago at the big city on Manhattan Island, despite the fact that it received more attention from the daily papers—a fact for which the committee in charge of the show deserve all credit, for it was their doing.

It would be out of place to proceed with a description of the exhibits without a word of commendation on the energy and hard work of Messrs. Hare and Bunnell, who have worked day and night in the thankless task of making the show the success that it is; working, be it said, against the greatest odds, with the cycling papers almost unanimously against them, prospective exhibitors almost to a man prejudiced against them, a bad record behind them in the way of unsuitable places to hold the show in years gone by, and handicapped by all sorts of difficulties. They have done well. Nay, more, they have done nobly.

THE EXHIBITS.

Gormully & Jeffery Mfg. Co.

By all odds the most complete exhibit at the show is that of the G. & J. company, of which A. L. Atkins has charge, assisted by J. P. Bliss and M. F. Dirnberger. It is the company's World's Fair booth with additions. The booth is at the end of the hall opposite the entrance and to the right of the stage and in as prominent a place as there is in the hall. In the stand is shown a full line of Rambler wheels, which have been described in these columns before, as well as a complete exhibit of all the other cycle specialties which the firm make, including tires, saddles, lamps, touring-bags, and other things too numerous to mention here. Dirnberger has charge of the tire exhibit and shows the merits of the G. & J. tire to all, while Bliss, at the opposite end of the exhibit, is kept busy showing how the frames of the Rammers are put together and the system of internal reinforcements that are necessary to make a wheel that is at once light and strong. One very particularly pleasing feature of the exhibit is the stands, which were made especially for this show. They bring the wheels just on a level with the eyes of those who come to examine them. It is almost needless to say that the booth is magnificently finished. It is fitted up with handsome Turkish carpets and rugs on the floor. Pictures of the Rambler racing teams, handsomely framed in white and gold, adorn the walls. The sign above the booth is a reproduction of the '93 catalogue frontispiece. The souvenir medal is being distributed, representing what Atkins says are the two greatest wheels on earth—the Rambler and the Ferris. A full-blooded Indian in complete war-paint distributes catalogues. In addition to those mentioned above there are at the show in the interest of the firm Messrs. R. Philip Gormully, T. B. Jeffery, F. L. Douglas, C. F. Smith, J. O. Blake, all from Chicago; Messrs. Jewell and McWade, of Philadelphia; Glazier and

Schaff, of Boston; Graves and Bennett, of Washington; Merrihew, of Wilmington, Del.

Union Cycle Mfg. Co.

An exhibit that is "just as fine as silk," in the words of Manager Jack Greer. The trimmings which are freely used on railings and walls are entirely of silk and present a handsome appearance. The stand occupies a very advantageous position at the head of the aisle at the entrance, and attracts attention immediately one enters the hall. The Union sign is prominently displayed in red, white, and blue electric lights, and at the base of every plant—a vast number of which are used in the decoration of the booth—are electric lights of the three national colors, which are so freely used in the advertisement of these most excellent wheels. A large desk occupies the center of the exhibit, and this is always surrounded by a crowd who wish to get a word with the popular Mr. Measure. There are in charge of the exhibit "Jack" Greer, the local manager; Walter Measure, C. H. Measure, H. C. Tyler, F. L. Warner, and Harry Whetton. The following '94 models are shown: Union racer, weight twenty-eight pounds, wooden rims, Palmer tires, price \$150; "Q. T.," weight twenty-six pounds, wooden rims, M. & W. tires, price \$125; the "Q. T.," weight twenty-eight pounds, with steel rims and Heustis tires, price \$125; the full roadster, weight thirty-five pounds, steel rims, Airtite tires, price \$125; ladies' machine, weight thirty-two pounds, wooden rims, M. & W. tires, price \$125. Two wheels are shown from the World's Fair exhibit. A full line of parts are also shown.

W. H. Wilhelm Co.

An attractive stand, in charge of W. I. Wilhelm, Harry Wilhelm, and G. D. Parker. The line of wheels shown is claimed to have no equal at the price. The Reading racer weighs eighteen pounds and lists at \$125; the Reading road racer weighs twenty-eight pounds and lists at \$100, as does also the light roadster, thirty-one pounds. The elements of lightness, strength, durability, and speed are claimed for these wheels. This firm met with splendid success during the past season and count on a largely increased business for the present year. Miniature working models of the firm's racing wheels were presented to the visitors and were the most sought after novelty at the show. The genuine Reading safety has the nameplate on the front and the public is warned that there is but one genuine "Reading" safety on the market, although there are several other wheels made in the same city that have been palmed off as the genuine article. The firm are using a very much improved rim of steel which is lighter than any other rim of the steel variety on the market at the present time. The one-piece wood rim of ash is used, for which it is claimed a season's trial has demonstrated superiority. G. & J., Rex, and Morgan & Wright tires are shown on the models. In design the wheels follow closely the latest models, the frames being high in the back but still a little lower than in the front.

The Bearings Publishing Co.

have a tastefully arranged booth in a prominent part of the hall near the stage. They have in attendance N. H. Van Sicklen, Geo. K. Barrett, F. J. Wagner, and F. Ed. Spooner. A conspicuous sign announces that THE BEARINGS has the largest paper, the largest paid circulation, largest patronage, and gives the largest results. They disposed of the last of their enormous edition of Christmas papers and distributed several thousand papers of the current issue. They made the announcement that they have in preparation a magnificent portfolio containing all the colored plates of the riders that they have already issued, with some new ones. It was a favorite lounging place of many of the prominent manufacturers.

The New York Tire Co.

showed their line of tires in no less than six different styles through Capt. Frank N. White, the company's general manager. The company, as the trade know, handles the old Bidwell tires, which, however, have been vastly improved. They use the same constrictive fabric that was used in the old Bidwell tire, in an improved form, which, according to what a BEARINGS man heard another tire maker say, produces the most resilient tire that was ever offered to the public—a great compliment, surely. The company particularly pride themselves on the weights of their tires, which range from twenty ounces to four pounds to the pair. They say that they can save the manufacturer from one and a-half to two pounds to the pair over most other makers, a feature which is worth a great deal in this day of super light wheels. The great feature of the tire, however, is the non-puncturing inner tube. Captain White had on exhibition an inner tube which had been punctured repeatedly, and which was punctured in the presence of THE BEARINGS man a score of times or more, and yet did not allow a bit of air to escape. The principle of the puncture closing tube is a secret and is a mystery to the other rubber men.

Wm. H. Hart, Jr., Philadelphia.

Mr. Hart is not in the bicycle business as a means of sustenance and is at the show to exhibit a line of patented articles of his own. He has a neat and attractive stand and as he is very liberal in giving samples of his line to those who he thinks will do him some good, the stand is always crowded. He shows a stand for bicycles which is made entirely of tubing and so arranged that the rider can mount the wheel with perfect safety and have it adjusted to his reach. Another article which should come into general use is a lock which is attached to the chain, being inserted between the links. It is light and quite pretty and lists for \$1. His third article is a bicycle support which is attached to the pedal. It is of aluminum and weighs but two and one-half ounces. This appliance is fixed to the pedal and can be placed in position as the rider gets ready to dismount. It is provided with

a broad flat surface and is not at all unsightly on the pedal. For the cycle stand it is claimed that it is the only one in the market which will enable the rider to mount while the wheel is still in the stand. An appliance is applicable to this which will enable the rider to use the machine as a home trainer. This is attached to the stand and comes directly in front of the rear wheel. The stand sells for \$3. The rests previously described sell at \$1 in malleable iron, \$2.50 in nickel, and \$3 burnished.

G. W. Pressey, Hammonton, N. J.,

had on exhibition a novel wheel called the "Hygeia," for which he makes the following claims: Faster riding, less fatigue, motionless pedals, except when moved by the rider, making easier mounting and dismounting; less motion of the feet, as the direct up and down motion of two-thirds that is required to turn a crank, will move the machine the same distance and with greater ease to the rider, for the application of power is constant instead of intermittent, as with a crank. There are other claims which seem to be borne out by facts. The appearance of the rider is better, as he is constantly in an upright position. The motion as a matter of fact is exactly that of walking. The machine is also applicable for ladies', for which it was originally applied. The lady is in a perfectly upright position, and her skirts are not describing a forty-inch circle. The brake which is applied to the wheel is simple, and acts upon the ground as the rider presses the appliance which regulates it. This saves friction to the tire, and is said to be much more speedy in the action.

The Derby Cycle Co.

H. A. Christy, the president of the company, and J. L. Townsley, their traveling salesman, are in attendance. They have their regular '94 wheel; also a high-frame machine, together with a beautiful ladies' wheel. The Pease clincher tire, of which the Derby company are sole owners, is also shown. Some of the best points to be considered on their wheels are the sprockets, the first one being removable without removing the crank, the rear one being held on with a jam nut. The sprocket itself is reversible, giving a double wear. The dust caps used by this company are something entirely new. They have in them an oiling device, doing away with the old-fashioned oil cups on hubs and crank box, leaving the latter entirely clean.

Roger B. McMullen & Co.

have the same extensive exhibit as was seen at the New York show. Edwin Oliver, Roger B. McMullen of the firm; Fred Colson, A. A. Avery, superintendent of the Shelby Steel Tube Co.; J. A. Hunt, the saddle man, and A. L. Garford, with his complete line of saddles, and E. C. Fletcher of the Indianapolis Chain and Stamping Co., were on the stand. On this stand were the exhibits of at least a dozen concerns, and in spite of the fact that the season was late for the sale of this line of goods, which are sold to the manufacturers long before the regular season opens, a good business was done. A feature of the exhibit was the tube man made entirely of tube and life size.

Rouse, Hazard & Co.

H. G. Rouse and Frank Dampman are on the stand. The Globe Steam Heating Co., of Philadelphia, are the real exhibitors, being the local agents of the Peoria concern. Sylph bicycles in two styles and frames, high and low, and two weights, twenty-eight and one-half pounds and twenty-two pounds, listing at \$125, and fitted with Duryea fish-net pneumatic tires, and the Overland bicycles, weight twenty-two pounds, listing at \$100, are shown. Mr. Rouse was around among the trade showing the new tire and promised to play havoc with several of the manufacturers of other tires.

The Ellwood Ivins Tube Co.,

of New York and Philadelphia, have an extensive exhibit of a considerable line of parts representing almost as many companies. Howard Rigger and W. K. Haines are in charge. William J. Haines & Co. are in the same stand,—or rather their line of parts are shown—as is the line of the Bredder-Allen Cycle Mfg. Co., of Paterson, N. J. In the latter line is shown an adjustable crank which is claimed to be one of the greatest devices ever gotten out for the aid of wheelmen. A rider can change the leverage of his cranks with this device when on the wheel and going at speed. The Condor wheels are shown by the agent for Philadelphia, H. A. Small.

Morgan & Wright.

William Herrick had the same tasty exhibit which was seen at Madison Square Garden. He was as busy as ever but was feeling anything but well. Herrick has the finest business office at the show and showed only a very few of the Morgan & Wright tires, as is only necessary with a tire so well known as his. A tasty fence surrounded the little room which was backed up with a large screen and had a very handsome rug on the floor.

The Raleigh Cycle Co.

To the left of the entrance as one entered the building was the Raleigh exhibit. Arranged with a profusion of potted plants and gay with electric lights it attracted far more attention than did the previous exhibit in Gotham. F. K. Wood was in charge and Mr. McDonald came down daily from New York. A large banner was used in the decorations and on the face of this was a handsome array of English violets.

Watt & Boyer, Ltd.,

and the R. C. Wall Mfg. Co., of Philadelphia, had a tastily arranged exhibit which attracted no little attention. This firm manufacture a frame which they use for remodeling wheels which are too heavy for the modern rider. These frames are made to take almost any of the bearings and parts of the modern wheels, and will reduce the weight of a wheel several pounds.

This firm also build to order wheels for those who have ideas of their own. The latter concern has a very complete line of bicycle sundries, including the Novelty cyclometer.

Looking at the Palmer Tire Repair.

The usual crush is shown around the exhibit of the Columbia Rubber Works, all bent on getting an insight into the mysteries of the new repair, which is attracting quite as much attention as it did at the previous show. Messrs. J. F. Palmer and A. C. Banker, of the Palmer Tire Co.; Charles Pierrez, Wm. Sheldon, J. C. Pierrez, of the Columbia Rubber Works, and F. Ed Spooner, of the Palmer Tire Co., are on the stand. All are kept busy in showing the repair and illustrating its workings.

Werner's Cycle Depot

are the local agents for the Marble Cycle Co., of Plymouth, Ind., and have arranged a tasty exhibit of that firm's line of wheels. The road racer weighs twenty-nine pounds with wood rims. The light roadster weighs thirty-four pounds. This is given a black or aluminum finish. The track racer weighs from twenty to twenty-two pounds and is supplied with the handle-bars which spring from the fork crown or with the ordinary bars. The ladies' wheel weighs, with steel rims, thirty or thirty-two pounds, all on; with wood rim and lighter tires twenty-six or twenty-eight pounds. On the latter wheels the dress-guard is of silken cord.

Charles Sultzner, Philadelphia,

is on hand with a line of trousers-guards, the Faultless, a specially devised and strongly made clasp for confining the slack of the trousers to the outside of the leg, and away from contact with the chain and spokes. This does not interfere with the free action of the leg. A device for fastening the knee stockings to the pants so as to do away with the stocking supporters is shown.

C. F. Plenmacher, Philadelphia,

show a line of hand-made bicycle tubing which is claimed to be superior to anything on the market at the present time. Oval tubing is the specialty and this was shown in various metals, one being of cast steel, another of homogeneous steel, another of German silver, and another of twenty gauge tubing, which was claimed to be stronger than the tubing usually used.

E. K. Tyron, Jr., & Co.

were in charge of the exhibits of Eagle wheels, and none of the factory men were in attendance. This company also showed the Apollo, Fairy, and Cyclo wheels. The exhibit was an exceedingly tasty one, and was greatly admired. Potted plants made it a perfect bower, and this elaborate decoration no doubt added to the firm's business, as it did to others who were similarly decorated.

The Keating Wheel Co.

are represented by J. W. Murphy and E. P. Hadley and show in addition to the line previously seen at the New York show a road wheel which tips the scales at exactly 19 pounds 14 ounces. Business was conducted with the usual rush characteristic of this company.

The Punctureless Tire Armor

was again shown at this show and attracted quite as general attention. Mr. Shindel was showing his challenge from the mayor of Brooklyn to a trial of the device, which he has accepted. He will ride a wheel fitted with this tire armor over a hundred feet of barbed fence attached to a board.

Labor-Saving Devices.

Leadbetter & Scott, of Sheffield, Eng., have an exhibit in charge of J. C. Brookstadt, of Riverton, N. J., exhibiting labor-saving devices, including an improved sand-blast apparatus for cleaning brazed work and other metallic surfaces, for tinning, galvanizing, plating, enameling, and brazing. One machine shown is operated by steam and the other by compressed air.

Wm. Read & Son.

The only Billy Atwell is in charge of the exhibit of Wm. Read & Son, and Senator Read is expected during the week. The line shown is about the same as was shown at New York.

F. C. Ames & Co., New York.

This firm show a line of sundries. They also represent the Boston Meter Co., of Boston. The featherweight bells, O. K. cork handles, and Dicken's double-acting pumps are shown. This firm are the sole manufacturers of the well-known line of O. K. specialties. The Boston company have a line of clockwork registering instruments and the Crown cyclometer. The stand is daintily arranged and attracts general attention.

Hart Cycle Co.

Messrs. H. B. Hart, Chas. Wright, Louis Geyler, Harry Booz, and Joseph Why are on the stand. This is a double stand, and is prettily arranged in the form of a maltese cross. The Columbia, Hartford, Crescent, and Wizard wheels are shown and a full line of sundries.

The Newton Rubber Works.

"A bag of dates for '94. A date to remember the day when you first saw the Heustis tire," is a souvenir which has attracted a great deal of attention and has packed the stand of the Newton Rubber Works. The Heustis is as faithfully talked as was the case at the previous show, Messrs. F. W. Heustis and Edwin Rand being on the stand.

The Kenwood Exhibit.

C. G. Jones is at the show in the interest of the Kenwood Mfg. Co., and has a complete line of that popular wheel. There are six wheels in the line, with the distinctive lower double-tube truss frame. Two ladies

wheels attract general attention. The exhibit, with a few exceptions, is the same as was seen at the other show.

The Eastern Rubber Co.

are represented by their genial John A. Barnes and his retinue of retainers, and are well supplied with refreshments that appeal to the inner man, as well as a comprehensive exhibit of their goods, which were fully described in our account of the New York show.

The Relay Mfg. Co.

have an exhibit in charge of George Zeigler, William Larrimee, and Chester Campbell. Their exhibit is very like the one in New York.

E. C. Stearns & Co.

have duplicated their New York exhibit, except that the show authorities made them waste a lot of good black velvet by compelling them to take down the background of their exhibit on the plea that it interfered with the view of the spectators. Frank Riggs and C. A. Benjamin were duly wroth, but had to take it down nevertheless.

A. G. Spalding & Bros. and the Lamb Mfg. Co.

occupied four spaces with a tastefully arranged exhibit which attracted no end of attention. J. R. Weld, Jr., Harry Longbottom, E. B. Benson, E. A. Keith, and H. D. Sunnion were in attendance. They showed the line of wheels made by the Lamb company and sold by Spalding, as described by us previously.

The New Departure Bell Co.

were represented by C. A. Hoag and E. D. Rockwell, who showed all their line of bells, with which almost every cyclist is acquainted.

The Pennsylvania Cycle Co.

have a very extensive exhibit in four spaces, with H. D. LeCato in charge, assisted by A. W. Warren, A. C. Baker, E. B. Parker, and Walter Perrett. In the same stand is

The League Cycle Co.,

represented by L. M. Hastings, A. W. Warren, and E. B. Parker, who show their well-known line of chainless safeties with their neat beveled gears. A feature is a machine in which part of the casings of the gear are cut away so as to show the workings of the gear to the uninitiated.

The Warwick Cycle Mfg. Co.

are also in the stand of the Pennsylvania company. They are represented by A. O. Very and W. D. Cloyes, who are showing a full line of the company's goods, which were shown and described in the New York show.

The Quinton Cycle Co.

show their English wheels in the same stand as the Pennsylvania company. They show a full line of their wheels, including a particularly good wheel for the moderate price of \$85.

The Overman Wheel Co.

again show their World's Fair booth, together with their latest productions in the cycle line. In addition to the bicycles themselves they show a full line of the parts of which they are made up, in all stages of completeness. All very much the same as at the New York show. Of course their "resiliometer" was on hand and attracted the usual attention.

A Seven-Gear Machine.

T. K. Richards, of Reading, Pa., has on exhibition a wheel which is one of the most novel yet shown in the line of crank machines. It is called the Bicep because of having seven gears in one combination and a seven-fold increase of power. These are made by a sliding form which lengthens or shortens leverage for hill climbing.

The Yost Mfg. Co.'s

exhibit is in charge of the local agents of the company, the Globe Steam Heating Co., although Mr. Dewey, of the Yost Co., is also in the stand. The same line is shown that was seen at New York.

John S. Leng's Son & Co.

have the exhibit shown at New York in charge of C. W. Leng and E. H. Leng. This includes the lines of a score of concerns making parts for bicycles.

The Hickory Wheel Co.

Lindsley Crowther, the eldest son of his father, the versatile "Ariel," was on the stand of the Hickory Wheel Co. The same line was shown as was seen at the New York show, arranged tastefully.

The New York Cycle Co.

(The Demorest Mfg. Co.) had the same exhibit as had been previously seen. Hugh McDonald and A. B. Chapman were in charge.

The Cleveland Machine Screw Co.,

successors to the Grant Anti-Friction Ball Co., had a full line of balls and machinery for making nipples, the latter in full operation. Souvenirs were given, a necktie pin, consisting of a small ball inside a triangle.

Louis Rosenfeld, of New York,

showed the Hy-lo changeable gear shown at the previous show. G. W. Carmar, Jr., was in charge. He was kept constantly busy showing the simple workings of this clever device, which is applicable to any wheel and which will add but two and one-fourth pounds to the weight of a wheel.

The Niagara Cycle Fittings Co.

are represented by J. Willard Parker and show a full line of pedals, both rubber and rattan, the "Latest" wrench, Niagara steel balls, a new gossamer mud-guard on the principle of the rubber mud-guards with which the cycling

public is acquainted, chains, forksides, spokes, rims in wood and steel, nipples, and a general assortment of cycle manufacturers' supplies.

The Pope Mfg. Co.

did not bring the exhibit from New York, but were content to show a simple line of their wheels. The decorations were tasty.

The Hartford Cycle Co.

has two stands arranged tastily. L. N. Mansua and H. L. Record were in charge.

Indiana Bicycle Co.

Only three wheels were shown in the exhibit of the Indiana Bicycle Co., and Fred Patee and W. C. Marion were in charge. These wheels were fully described in the report of the New York show.

The R. C. Wall Mfg. Co.,

local agents of the firm of Singer & Co., of Boston, had the Singer exhibit. The same line was shown as in Gotham.

The Harris Bros.

were on the floor with the combination wrench of their manufacture, which caught on so nobly at the New York show.

The Boston Woven Hose & Rubber Co.

had an exhibit in charge of Mr. Phelps, and showed the same complete line of tires and rubber cycle accessories as was seen at Madison Square Garden.

Wynnewoods.

The "winners," as A. M. Scheffey & Co., of New York, call their line of Wynnewood wheels, were shown in their entirety. These were also at New York.

The Remington Arms Co.

are exhibiting in a beautifully decorated booth similar to the one that they had at the New York show, with F. W. Aymar, G. Minturn Worden, and Harry White in attendance. Their exhibit is similar to the one that they had at the previous show.

William Trafford, Philadelphia.

Mr. Trafford shows a line of wheels made especially to order in all sizes of frames and in different lengths. A Wonder tricycle with a new driving gear is also shown.

C. A. Benner & Co., Philadelphia,

show a hill climber which is claimed to be the only practical device yet brought out. This is applied to the body like a suspender, and can be worn under the sweater by making a small hole for the strap to pass through. The appliance is fastened at the head of the wheel, and gives the rider an opportunity to throw out his chest and apply all his strength to the task at hand.

Another New Tire.

B. D. Emanuel was around the show distributing circulars and talking up his new tire, which is made by the Combination Roll & Rubber Co., of Bloomfield, N. J. The tire is a two-tube tire, cemented to the rim, with one side detachable all the way around. The two edges of the cover are molded with projections and recesses that fit into each other. It looks as if it might be a good thing.

Buffalo Tricycle Co.

C. S. Smith, J. A. Wells, and Wm. McWade are in charge of the exhibit of the Buffalo Tricycle Co., being the representatives of the local agents, C. S. Smith & Co., of Philadelphia. The line of wheels is the one shown at New York.

Norman Wheel Co.

This firm is represented by W. H. Frazier, and L. W. Conkling of the St. Louis Refrigerator & Wooden Gutter Co., for whose Lu-mi-num wheels the firm is agent in Pennsylvania. The Norman wheel is shown in two weights—twenty-six and twenty-nine pounds. Also a ladies' wheel of the same line which is manufactured by the company.

Philadelphia Drop Forge Co.

Mr. Hall is in charge of the stand and has arranged his exhibit in as attractive a manner as is possible with such a line. Especial attention is called to a special round crank. A full line of cycle accessories is shown.

J. J. & J. Gibson, Philadelphia,

show the 4.5. chain, which works on roller bearings, and the expansive sprocket-wheels of various pitch.

John Branson, Philadelphia.

This exhibit has a bicycle with a driving gear consisting of two gear wheels, cranks, and driving rods, instead of the usual sprocket-wheels and chain. The appliance is a novel one, which will be illustrated later.

Reed & Curtis Machine Screw Co.,

Worcester, Mass., have an exhibit in charge of A. B. Curtis, which includes a full and complete line of bicycle pedals and a line of samples showing what they are doing in the line of work for the bicycle.

The Elastic Tip Co.

has an exhibit at the show which is also the same as was seen previously at New York, including a full line of sundries, wood rims, rubber grips, and rubber sundries in particular. The Messrs. Pratt are in charge.

The Barnes Tool Co.,

of New Haven, Conn., exhibit the Barnes improved bicycle wrenches in three styles, called respectively '92, '93, '94 patterns; also the Kelsey oval rhomboidal sprocket-wheel in three styles and fitted to different styles of chain.

Rich & Sager

moved their exhibit bodily from the previous show, and J. H. Sager was assisted by the firm's versatile traveling man, Charlie Iven, in showing the good points of the Sager saddles.

I. A. Weston & Co.

H. M. Scovel and I. A. Weston are on the stand. They show a Brewster side-top buggy, fitted with pneumatic tires, and also various styles of safety wheels for sulky use. A full line of parts are also shown.

Lozier is There.

The Cleveland wheels are shown, the stand being in charge of H. A. Lozier, Jr., assisted by Sid Black and G. A. Banker. The line is the same as was previously shown.

Simplicity 47.

Elliott Burris has the Simplicity 47 detachable tire and a line of parts of a rubber nature made by the Manhattan Rubber Co.

NOTES ABOUT OTHER EXHIBITS.

The Ellwood Shafting & Tube Co. show cold-drawn seamless steel tubing.

Bevin Bros., of East Hampton, Conn., show a full line of bells of the firm's manufacture.

The Bay State luggage carrier is shown by H. F. Diesler, Malden, Mass., the manufacturer.

The Levy clock-form attachment to the bicycle is a clever device. It is shown among the sundries.

E. A. Godding and G. W. Cokely are in charge of a neat little exhibit for the Providence Tire Co.

Butler & Ward, Newark, N. J., show a complete line of saddles and seat-posts of their manufacture.

The Acme Bicycle Carriage Co. is in the sundry row with a line of the well-known Acme bicycle stand.

Cushman & Denison, New York, show the Perfect pocket oiler, the Star oiler and holder and pump holders.

Frank Fairburn was again in charge of the exhibit of the Erie Rubber Co., which was practically the same as New York.

H. L. Holzbauer, of Bordentown, N. J., has a line of "Lightning" rubber and leather cements and the "Handy" repair kits.

Wm. Hitchcock, Jr., is on the sundries' row with a line of the Electric cycle oils, the product of the Atlantic Refining Co.

G. F. Wiese is on hand with the Hilliard cyclometers, which he claims are much improved over the instruments of former years.

The Tourist luggage-carrier is shown by the Kennebunk Mfg. Co., of Kennebunk, Me. The carrier weighs less than two pounds.

G. E. Curtis and A. Kennedy-Child are on the stand of the Curtis-Child Mfg. Co. and show the same line that they did at New York.

Sid Black complained of the small stage for his line of tricks, and was contemplating drawing out altogether in the early part of the week.

W. H. Killen and F. L. Bryant have charge of the Imperial line for Ames & Frost and show the same wheels as were shown at New York.

S. H. Ellis and J. C. Dunham are in charge of the exhibit of the Buffalo Wheel Co., showing the same line as was shown at the New York show.

H. S. Christie and J. L. Townsley are at the show in the interests of the Derby Cycle Co., with the same line as was shown at the New York show.

M. B. Hirsh & Bro., Philadelphia, have the same full line of bicycle clothing which was shown at the previous show. H. C. Hochstadter is in charge.

The music at the show was a vast improvement over that at the New York exhibit. One was a poor band and the other was an orchestra of the finest order.

Harry Rouse, of Peoria, captured the first order of the show. This was for 150 Sylphs and Overlands, and was to the Globe Steam Heating Co., of Philadelphia.

George M. Hendee was in charge of the exhibit of Hulbert Bros. & Co., and had the complete line of Majestic cycles which was shown at the previous show.

Steel forgings, cranks, sprocket-wheels, and all parts applicable to the building of the bicycle are included in the line of Wilcox & Howe, of Birmingham, Conn.

To every agent and every dealer who sold Rambler tires a sample of the tire was given at the show. This sample was a fifteen-inch tire, one and three quarter inches in diameter.

The Anglo-American Iron & Metal Co. made a tasty exhibit, but did not go as thoroughly into the matter as at the other show. W. M. Towne and Secretary Friedenstien were in charge.

John Palmer gave out at the cycle show a souvenir which was treasured by all who received it. This was an eraser which was labeled, "Erases all records." It was so true, that people sought the souvenir in all parts of the building.

Stillman G. Whittaker represents the Metal Turning Co., of New Haven, Conn., showing a line of oil-cans and his own wood rim, which is special through having no perceptible joint.

Jacob Rech & Sons, the local agents of the Liberty, had the exhibit of Wilson, Myers & Co., having the Madison Square exhibit in miniature. The complete line of Liberty wheels was shown, only on a smaller scale.

H. C. Wiedenmann is at the show with the Handy holder, which is an appliance for attaching anything of portable shape to the bicycle. Umbrellas, bouquets, and chinese lanterns may be carried with this handy appliance.

Harry Crowther, or Henry, as he prefers to be called, had his son at the show. This, too, is uncertain, as it may have been the son that had the father. They look so nearly the same age that it was a matter of doubt as to whom was the elder.

The trick riding of the Stirk family was tame as compared to New York, the stage being so much lower, and the public so much closer. When seen at a distance in New York the riding was admired by a number, but at the closer range it lost its glamor.

The Lovell Arms Co., of Boston, had the exhibit which was shown at New York, and described fully in THE BEARINGS. G. R. Harvey, head of the bicycle department, and F. L. Johnson, head of the factory, and Colonel Lovell, were present during the week.

Sid Black says that the hard times have apparently left out the bicycle trade, as he has succeeded in selling wheels in nearly every city visited and the dealers report orders for the season in surprising numbers. Black has been in New York state for the past eight weeks.

Gormully & Jeffery had in their exhibit the wheels which were used by the record breakers Bliss and Dirnberger in the south, and these attracted general attention. The weight is but seventeen pounds each, and in spite of the hard season's work the wheels were put to, they do not show the slightest signs of wear.

"Merrie Wheeler," the versatile writer of the woman's department of *Bi World*, told Mr. Parker, of the League Cycle Co.—makers of the chainless wheels for ladies and men—that he should stop making men's wheels and make the ladies' wheels altogether, and he would have the factory taxed to the utmost to fill the orders.

According to A. L. Atkins the patent litigation in Canada over the G. & J. pneumatic tire is all in the favor of the Americans, as La Force deliberately misrepresented facts when he said that he had not seen a G. & J. tire when he got out his patents. He had seen one, as can be proven. Both firms have the right to manufacture and sell the tires of their makes in Canada, and the American tire has many improvements which the Canadians can copy, and will naturally capture the trade.

A traveling salesman was seen at the show who had met Zimmerman out in the wilds of Jersey selling Raleighs. He said that selling wheels in competition with Zimmerman was too much of a handicap, for Jimmy would simply go in to the wheel store and showing his samples remark, "That is the Raleigh," and then would pull his card on the defenseless dealer. The reply would come with surprising promptitude, "You may place the agency with me." That was all there ever was to it, and Jimmy's sales increased accordingly.

Bliss and Dirnberger were at the show to work and not to play. That was the agreement when they came to New York and any attempt to shirk was met with an order to take up some new job. It was Sunday morning, when every one in the building was working with a will, that Bliss was seen unpacking goods. So hard was he working that a friend proffered his services to the little record breaker. Both were working away steadily when Bliss suddenly turned to his assistant and said, "Don't work so fast. If we get through this job in a hurry we will have another to do at once."

Townsley Sells Wheels.

There is one man in the bicycle trade who is but little heard of, but who is selling more wheels than some of those who are better known. That gentleman is J. L. Townsley, of the Derby Cycle Co., who sold the majority of the product of his concern last season. Townsley is a rotund gentleman, jolly at all times, and once known is never forgotten. He is extremely modest and does not like to be boomed as he calls the publishing of misleading statements regarding the sales made by very truthful traveling men. Townsley has just returned from a trip through New Jersey and has placed the entire state for the Derby wheels. The majority of the territory was placed with Burtis & Zimmerman at Freehold. Mr. Townsley tells of one case of rank booming which has come under his observation. Last season he traveled through Pennsylvania with a representative of an importing house and knows to a certainty that his companion did not place orders for over one wheel. Yet the bicycle papers came out a week after the man's return, stating that the well-known Mr. So and So had been on an extensive trip through Pennsylvania and had closed a number of large deals for the well-known wheels of the firm he represented, and that this must be gratifying to the firm and to the salesman. They also stated that the wheel sold wherever shown. All of which were lies out of whole cloth.

Profits of the New York Show.

NEW YORK, Jan 31.—The net profits of the Madison Square Garden cycle show were \$2,625. The exhibitors' share of this will be \$525, or about \$5 each.

BIG DEAL IN PALMER TIRES.

One corner of the big G. & J.-Pope-Indiana Bicycle Co.-Western Wheel Works tire deal has been knocked out by the energetic John F. Palmer, of the Palmer Tire Co., who last week closed a deal with the Western Wheel Works, whereby that gigantic concern will use Palmer tires on their wheels. Before Mr. Palmer left the factory he carried away with him an order for 5,000 sets of tires. The Crescent, the W. W. W.'s leader, will list at \$90, will weigh twenty-five pounds, and will be fitted with Palmer tires and wood rims.

PHILADELPHIA, PA., Jan. 29.—R. Philip Gormully was seen at the cycle show by a BEARINGS man today and questioned as to the action of the Western Wheel Works in regard to having changed from Hartford to Palmer tires. Mr. G. did not seem to be anxious to talk about the matter. Finally he vouchsafed the opinion that the W. W. W. people were nettled over the fact that the Indiana Bicycle Company had been licensed to make tires under the G. & J. patents and had decided to adopt the Palmer tire. He added that they had thrown their patent open to the world and that anyone who wanted to use them would be licensed. Secretary Edward W. Pope was seen on the same matter and said that no order had been placed with his people by the Western Wheel Works, but that they had decided to use the Hartford tires and had changed their minds. No contract had been made, however. John Palmer was around the show and was naturally feeling in the best of spirits over his order for the five thousand sets of tires.

Martin's Cycle Show.

H. C. Martin & Co., of Buffalo, N. Y., did not exhibit at the New York or Philadelphia cycle show, and up to the present time Buffalo never had a show of this kind. On February 19, however, "Martin's Church" will be turned into a cycle show. It is not as large as Madison Square Garden, but nevertheless Martin has engaged every space, and the following will be on exhibition for one week: Stand 1, the Martin Special; Stand 2, Columbia; Stand 3, Rambler; Stand 4, Warwick; Stand 5, Buffalo; Stand 6, Syracuse; Stand 7, Envoy; Stand 8, Fleetwing; Stand 9, Falcon; Stand 10, Falconess; Stand 11, sundries. The church will be handsomely decorated, there will be music every evening, and trick riding, etc., to entertain the crowds during the week. Buffalo people who could not attend either of the two big shows will now have an opportunity of seeing, not a national cycle show, but one that will be up-to-date in every particular. Admission free.

Good Showing for the Sager Saddle.

Saddle makers have been devoting their energy to the improvement of their lines, and their exhibits at the New York show attracted much attention. This is especially true of the exhibit made by the Rich & Sager Co., whose line of 1894 saddles was entirely new. The button attachment in the nose, which does away with the unsatisfactory hook, was commended by all, as were also those exceedingly ingenious and simple direct posts. It may be interesting to note the wonderful manner in which the Sager saddle has come into general use, and no better evidence of the fact is needed than was afforded by the Madison Square exhibit. Thirteen manufacturers exhibited Sager saddles on their wheels exclusively. Four hundred and twenty-seven saddles were shown on exhibition wheels; of these no less than 128 were Sager's, and the nearest competitor had but forty-nine. The other 250 were divided between twenty-one other manufacturers.

Gave a Wrong Impression of Mexico.

E. C. Bode says that a wrong impression was conveyed by the article which appeared in THE BEARINGS last week relative to the Mexican trade; a wrong impression as regards the people of that country. He found two classes in the place, entirely different in their every aspect. In one case they were all of the highest class and very nice people to meet, while the lower class was of the worst order of men. He had no business with the lower class, and was treated royally by the higher class. He was frequently banqueted, and was given a royal send-off by several of the different cities' wheelmen. He might not go there to do business again, but would gladly take a month's vacation in that country. It was the time necessary to travel to and in that country and the inconveniences that are mainly the cause of his declaring it a poor place for business.

Duryea's Latest Invention.

C. E. Duryea, of the Rouse-Duryea Cycle Co., has invented a practicable motor carriage. The motor is a gasoline engine fastened to the framework of the hind axle and communicating power to the wheels by means of chains, like a safety bicycle. Lifting a lever up and down controls the speed or reverses, and moving the lever sideways guides the carriage. Mr. Duryea claims that the carriage can be run at an expense of 3 cents an hour for ordinary travel.

Githens Joins the Trade.

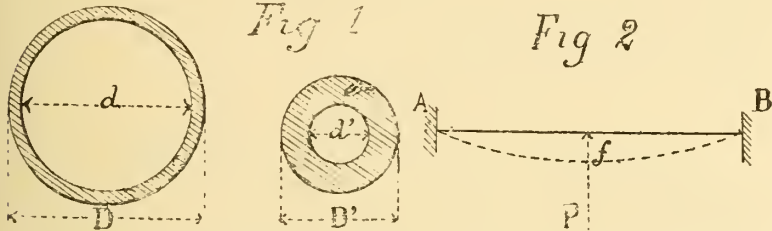
H. A. Githens, a prominent member of the Rambler team, has given up the electrical business, and will represent the Gormully & Jeffery Mfg. Co. in Wisconsin, Minnesota, Iowa, and the Dakotas. R. D. Lewis, late of Detroit, will represent the Rambler people in southern Michigan, northern Indiana, and western Ohio.

H. A. Canfield, formerly of D. Snitjer, St. Louis, and W. Sachtleben, of around-the-world fame, have formed a partnership and will handle a prominent line of wheels.

STRENGTH OF TUBING.

A French Paper Undertakes to Explain the Relative Strength of Small and Large Tubing—The Former the Stronger.

Cycle builders have had a tendency for a long time to modify the diameter of tubes used in bicycle construction, says a French exchange. Formerly light machines had a frame composed of tubes of small diameter but very thick, in order to resist the strain to which they were submitted; today, on the contrary, the lightest types are made of tubes of large diameter and very thin. It is easy to demonstrate that this preference is well founded, and that when of equal weight a thin tube of large diameter is stronger than a tube of smaller diameter and of greater thickness; the conditions of the strain to which they are submitted must be the same in both cases.



The strains which the tubing must resist are of three kinds: First, bending. This is produced when any kind of force is applied to a part of a tube perpendicular to its axis, between its extreme points of support, considered as stationary; it tends to deform, according to a certain curve, the axis of the tube, which is rectilinear under normal conditions.

Second, bulging effects. This is a strain directed according to the axis of the tube, an effort which, when it reaches a certain value, tends to bend the tube more from its rectilinear direction; this is what the builders call "the asses back." It is produced, for example, when the machine is brought to a sudden stop and the rear part, loaded with the weight of the rider, causes, by virtue of the principle of inertia, a compression of the principal tubes of the frame; it is sufficient sometimes to obtain this result to set the brake suddenly.

Third, torsion efforts. These are produced when one part of the machine is not in a median plane; for instance, in a sudden turn, or when the machine slides upon the ground for any reason; this tends to turn the tubes and destroy the joints.

We will not consider the shoving efforts of the tubes where they are

attached, as it is nothing compared to the others, and in any case the usual section of the tubes is amply sufficient to prevent it. To determine the action of the tubing when it is submitted to the same strain, take two tubes of the same length and weight, but of different gauge. Let D stand for the outside diameter and d the inside diameter of the tubes, and D' d' e' similar quantities of the other, as illustrated in Fig. 1. First consider the resistance to bending; suppose that each tube to be tested is 39.37 inches in length, and the two ends rest upon a support into which they are set, such as seen in Fig. 2. Suppose a weight (P) is attached to the center of each equal weight for both tubes; f is the amount of bend under the action of this weight; f' is the bend of the second tube under the action of the same weight (P). The calculation made according to the usual formula for the strength of material shows that the bend of the small thick tube is greater than that of the large thin tube. The bend of the small tube is six times greater than the large tube; the best tube to use is the large thin one. There is also an advantage in the wear of the two tubes.

They Insure Bicycles.

The Wheelmen's Registration Co., of Boston, has been formed for some time and is now doing a thriving business in the registration of the bicycles of the country, with a guarantee to replace any lost wheel with one of equal value in the case of loss by theft. The company registers all wheels at a cost of \$2 the first year, and \$1 a year for each succeeding year, and issues to the owner of each wheel so insured, a certificate stating just what it will do in case of loss, and giving also a registration tag which must be attached to the wheel at all times. In the case of a loss the loser is sent a wheel that is as near a duplicate of the machine he lost as it is possible to find, and this he is allowed to use for the period of thirty days while a diligent search is being made for the stolen mount. Should the search be unsuccessful, the wheel is given to the man with a certificate of ownership. The company has agents appointed in all parts of the country, and is appointing more daily. It has a detective agency that is employed to trace all stolen wheels reported to it, when reported by this concern. Many private detectives are also employed in the larger wheel centers, as in New York. This company has been formed by a number of young and well recommended business men of Boston, and is vouched for by many of the prominent men of the city. The officials of the organization, which has an office in the Boylston Building, are: F. R. Wright, Boston, president; Herman Schervée, Worcester, vice-president; Chas. H. Harlow, Dorchester, treasurer, and Geo. A. Ross, Magtapan, secretary. E. M. Thayer, a prominent member of the Press C. Co., of Boston, is general superintendent of agencies, and is the only practical wheelman on the staff of workers, the balance being purely and solely business men.

TRIBUNE CYCLES FOR '94



THE MOST ADVANCED IN
CONSTRUCTION AND
INGENUITY

LIGHT GRACEFUL STRONG

SEND FOR CATALOGUE.

THE BLACK MANUFACTURING CO. - ERIE, PA.

Mention The Bearings

HOW BALLS ARE MADE.

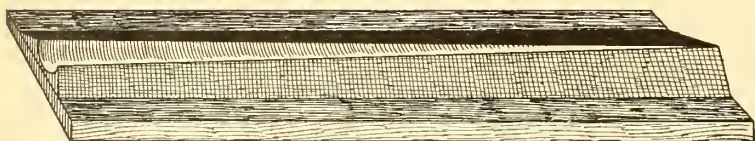
A Trip Through the Works of the Simonds Rolling Machine Co.—Great Care Required in Making Balls—The Processes in Detail.

BOSTON, MASS., Jan. 29.—The bicycle industry is a large one, and has various ramifications. There is not a bicycle factory in the world that does *all* its own manufacturing. Some, indeed, that go by the name of factories are little more than assembling rooms where the parts made by others are put together. There are saddle makers, pedal makers, tire makers, foundries, tube mills, and other factories where all kinds of parts are made up. Some of the larger factories combine almost all of these, but there are few or none who make what is really the most essential part of the wheel, viz., the balls for the bearings.

It was with a view to telling the readers of this paper how this important factor of the bicycle is produced that a representative of THE BEARINGS made a trip from this city to the pretty little city of Fitchburg, a little more than an hour's ride from this hub of the universe. It is in this city that the plant of the Simonds Rolling Machine Co. is located, a plant from which there are turned out, doubtless, more balls than in any other in the world. THE BEARINGS man was greeted pleasantly by General Manager George W. Weymouth, who expressed his surprise at the enterprise of a paper that would send a representative to their works for the sole purpose of giving its readers a knowledge of how so small a part of a bicycle was made. The press man was then consigned to the care of J. B. F. Gay—who is well known to the manufacturing trade as the general traveling agent of the company—who piloted him through the works and showed the various processes through which the metal has to go while being transformed from bar steel to the glittering balls that make our bicycles run with such surprising ease.

The stock room was the first place visited. Here the stock is carefully piled on racks, each size of bar by itself. There are from 300 to 500 tons of stock kept constantly on hand, which, when one stops to consider the average weight of a ball, and the fine quality of stock that is necessary in its manufacture, is a vast quantity.

From the stock room the visitor was shown into the rolling room where the bar steel is converted into the balls in the rough. The rolling machines are made under patents owned by the Simonds company, and while simple in construction do their work well and rapidly. The steel dies in which the balls are rolled vary from one to three feet in length according to the size of the ball to be rolled and are in the shape of elongated triangles, triangular pyramids from which one edge has been cut away as with a round chisel. Thus:



The bars of steel are heated to an almost white heat in furnaces fed with oil and then are fed between a pair of dies which run in opposite directions. The tapered ends of the dies take hold of the ductile metal and the bar is rolled rapidly around by the serrations on the outer edges of the dies (shown in the cut), and that part of the bar between the dies is rolled into the shape of a ball, some of the smaller machines working at the rate of from 25,000 to 35,000 a day. The larger-sized balls are naturally made less rapidly. The furnaces, fed by oil, will heat the bars just to the proper heat and no hotter.

In addition to the dies for making balls the company have them for making all kinds of steel and iron work. They turn out pedal pins, hubs, and bolts for a great many of the larger bicycle makers and supply houses, as well as other articles for all sorts of purposes.

As the balls come from the rolling machines they have two conical burrs on opposite sides. These are ground off in the larger sizes on emery wheels, when the balls are put into a revolving machine which turns them out in such shape as to appear perfectly spherical to the average eye. Then they are tempered. This operation is performed by putting a lot in a crucible which is put into a furnace. While the balls are being heated they are constantly stirred to prevent uneven heating. When they arrive at the proper heat they are plunged into the tempering fluid and come out as hard as glass. Several balls were taken from a lot which the press man had seen being tempered and were broken and showed a uniform, glass-like hardness all through.

After going through the tempering process the balls are ready for the final finishing touches, which are by no means the least important part of the process. These are the grinding. The machines for doing the grinding consist of two disks of steel several inches in thickness and some eighteen inches in diameter, the outer edges of which are grooved to receive the hardened balls, which are allowed to project just a trifle beyond the edges of the disks. When the proper quota of balls has been laid in the groove in the lower disk, the upper one is lowered on it and the two are set revolving rapidly. There are four emery wheels which revolve at an almost inconceivable speed that barely graze the balls, but which, nevertheless, keep a shower of sparks flying. By the revolution of the disks and of the emery wheels the balls are turned round and round so that every side of each ball is ground and all are ground alike.

This finishes the balls so far as any actual work is concerned, but they

are far from being ready to ship yet. They are taken to the inspection room where a force of girls is at work. Each girl has a little tray, the bottom of which she covers with balls. Each one has a rubber hose connected with a steam pipe and before inspection the balls are steamed so that their bright polished surface will be deadened, when any flaws can the more plainly be seen. The press man was shown a number of balls that had been rejected, but failed in almost every case to detect any flaw until the steam was turned on them.

After being inspected for flaws the balls are tested for size. They are fed automatically into a machine that tests them to 1-1500 of an inch. After they have passed this last test they are ready to be put on the market. Before it is ready to be put into the bicycle every ball has to be handled no less than seven times.

It struck THE BEARINGS man with peculiar force how carefully each operation had to be performed. It was certainly a revelation, and when it is considered how many balls enter into the construction of every bicycle—something like 140—the magnitude of the plant that furnishes so many big concerns was more fully realized.

TRADE NEWS FROM BOSTON.

BOSTON, MASS., Jan. 27.—The appearance of the cycle row of Boston is altogether different from that of Chicago. There is an air of prosperity about it that is lacking in Chicago. The stores are all open for business, and the salesmen keep the stores in spick span shape. They are all kept busy even at this early day talking '94 wheels.

C. J. Iven was in the city for a few days this week in the interests of Rich & Sager, for whom he has taken a number of orders. Iven has a fine line of saddles, and says that he has no difficulty in selling them. He finds it very encouraging to go to a manufacturer and find that his saddles are already so well known that he need not talk a great deal. The button and pommel attachment which this firm is making a specialty of, has attracted universal attention through its absolutely doing away with the nose hook and coil spring and insuring the rider against possible breakage at this point. Rich & Sager are having a great demand for their B and H models.

Fred F. Dudley has taken the two stores formerly occupied by the Union Cycle Mfg. Co., at 116, 118, and 120 Columbus avenue. This gives him one of the most centrally located and convenient stores on the row. The additional amount of space was needed, and is evidence of the success with which the man is meeting. The Premier, Triangle, Imperial, and a line of wheels that are being made for him will be handled.

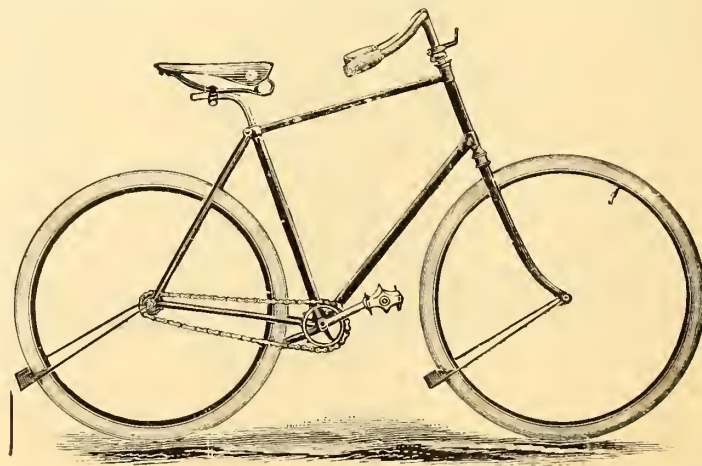
A man who was gathering wood on the streets of Boston was seen one day last week to pick up a wood rim made for bicycles and try to break it to put it in the bag which was held ready by another man. The look of wonder that came over his face at his failure to break this supposed-to-be barrel hoop was amusing, to say the least.

Jack Fecitt's convincing words in selling a Union safety to a prospective customer the past week nearly sold a wheel to a BEARINGS man who was listening. Jack can talk Union very convincingly.

B. B. Emery & Co. have taken orders for at least seventy-five wheels already this season and are busy every day. The Fowler wheel, Mr. Emery thinks, is the perfection of cycle workmanship, and says that did he not think so he would not handle it for an instant. The store of this firm, at 40 Columbus avenue, is one of the finest in the city, and is well filled with prospective customers all the time. Mr. Emery sells wheels at all times, and says that it is the liveliest business he was ever engaged in.

Light Mud-Guards.

The modern scorcher is beginning to appreciate mud-guards, since rubber is being so extensively used in their construction, and there has been



quite a demand for these goods the past season. One of the latest things in this line is the Fluke mud-guard made by Colton & Hickox, of Toledo. As can be seen by the accompanying cut, the guards are extremely light and stop all the mud and water thrown up by the two wheels. They are retailed in Chicago by the Stokes Mfg. Co., at \$1 per pair.

1894... EAGLE WHEELS ...1894

ALUMINUM RIMS MAKE LIGHT-RUNNING WHEELS.

The only perfect light-weight rim
that has stood a season's test.

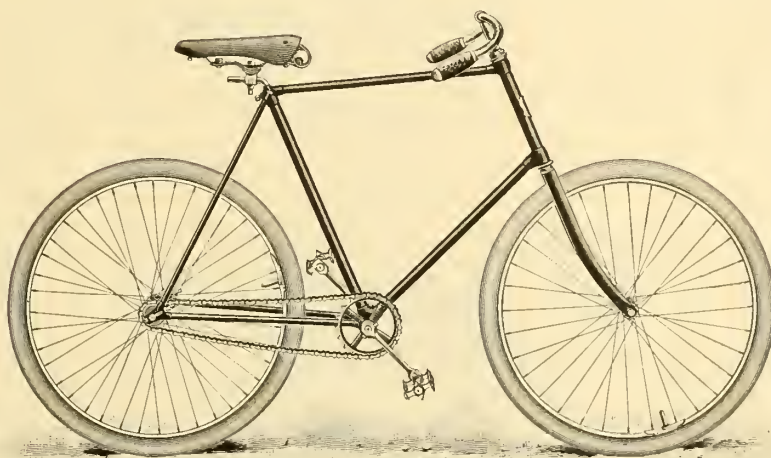
BOOK OF TESTIMONIALS ON APPLICATION.

Eagle Altair

No. 7

Steel Rims

\$115.00



Eagle Altair

No. 7½

Aluminum Rims

\$125.00

HIGHEST GRADE EAGLE, \$115.00.

DESCRIPTION OF LINE.

No. 7.

Weight under 30 lbs. Steel Rims. Tangent Spokes. High Frame. Large Tubing. Tool Steel Bearings.
Price \$115.00

No. 7½.

Weight 27 lbs. Aluminum Rims. Light Wheels.
Price \$125.00

No. 8 (Ladies').

Weight, 31 lbs. Aluminum Rims. Decorated in Gold. Price \$135.00
Steel Rims—Price \$125.00

DESCRIPTION OF LINE.

EAGLE COLD-SWAGED FRAMES.

No. 6—Roadster.

Weight 26 lbs. Aluminum Rims. Tangent Spokes. High Frames, Eagle Cold Swaged. Reinforced Taper Joints. Decorated in Gold.
Price \$135.00

No. 9—Semi-Racer.

Weight 22 lbs. As above—Lighter Weight. Palmer Tires. Price \$150.00

THE EAGLE BICYCLE MFG. CO.

TORRINGTON, CONN.

LATE CATALOGUES.

Something out of the ordinary line is the catalogue issued by the Sterling Cycle Works, makers of the Sterling. Instead of the usual lot of uninteresting matter found in the average catalogue, this little book has a conversation between a salesman and a prospective customer, in which all of the fine points of the Sterling are fully described by the salesman. So interesting is the book that once you start to read it you can not stop until the salesman bids his customer adieu. The catalogue has a handsome imitation leather cover.

The catalogue of the F. F. Ide Mfg. Co., of Peoria, makers of "high art" bicycles, comes to us in a very flowery cover. They announce that they will make high-grade bicycles in four weights—twenty-three, twenty-five, twenty-eight, and thirty pounds. Their handle-bar and saddle-post clamps are something extra fine. Their sprockets are made of the finest tool steel, and are interchangeable. The Ide company have applied for patents on their tubular forks. Ide wheels sell from \$100 up to \$140.

The Premier Cycle Co.'s catalogue is handsomely illustrated by half-tones showing the full line of Premiers. Among the improvements noted in this year's wheel are the steering head, which has ball races at both top and bottom of the steering head separate from the head tube, which permits the forks to be quickly removed from the frame; the crank shaft bearings, which are placed in the expanded ends of the bracket, preventing cups and balls from working in; and the spokes, which are true tangent. The prices on the Premier range from \$150 to \$130, and include the Helical Tube roadster, the Helical road racer, the Helical racer, and the Helical ladies'.

The Hickory Wheel Co. have issued a fine catalogue this year. The book illustrates many improvements in their '94 line. The weight has been reduced materially—their regular machines now weighing but thirty pounds. The price also has been reduced to such an extent that their machines can not fail to be appreciated, for they confidently believe that in the '94 Hickory they are giving more for the money than any other maker. They have four models, each in two different finishes, and further than this, they will supply the wheels finished in any color which the purchaser may desire. Several novelties are shown, among the most important of which are their new patented appliance for fitting the spokes to the rim, their chain adjustment, and the new method of attaching and detaching the brake parts and mudguards.

So much has been written of the chainless safety made by the League Cycle Co., of Hartford, that nearly every rider in the United States has heard of it. The few who have not, should send for this firm's catalogue, which tells how a chainless machine is made. Speaking of their bevel gear the League company say: "It is well known that chains will stretch and break, sprockets wear badly owing to the amount of friction and grinding, chains climb the sprocket, and a new outfit of chain and sprockets is necessitated. But on the other hand bevel gears are easy of adjustment, and scarcely any wear is perceptible, so that it does not admit of a doubt but that they will outwear the rest of the machine. All gears are made of the best steel drop forgings, of special degree of carbon. The teeth are cut by a special process, and carefully hardened. The crank shaft bevel gear is secured to the shaft by a spline and also by means of a large taper pin which holds it securely in place. The crank shaft bevel pinion gear is forged solid with shaft which passes to the rear through tube of frame, the rear pinion being securely fastened to the rear end of shaft by means of spline, and is held secure by means of lock nut on end of shaft setting up against the adjusting nut on gear. By means of this adjusting nut, the adjustment of gears lengthwise can be made as fine as the one-thousandth part of an inch. The adjustment sideways can be made in the ordinary way by means of ball cones. The rear wheel bevel gear is securely fastened in recess of rear wheel hub, and meshes accurately with rear pinion on shaft. The construction of gears in the center of frame avoids the uneven wear to bearings that exist in all chain machines on account of the side strain."

In the catalogue just issued by the A. F. Shapleigh Hardware Co., of St. Louis, will be found full descriptions of the wheels turned out by the Syracuse Cycle Co., which are jobbed by this long-established concern.

"The Reading Safeties for '94 are the result of years of hard, patient work and large expenditures of money," says W. H. Wilhelm & Co.'s catalogue. "All manufacturers know what experimenting costs; and no wheels have been perfected without it. When our first boys' wheels were placed on the market they at once became favorites. We were the first manufacturers to build boys' wheels that did not have the toy-box appearance. The wheels were exact copies of the latest full-size machine, and they jumped into popularity at once, so that when we placed our men's wheels before the public late in '91, they too, like their younger brothers, could not be furnished fast enough. When the season of '92 opened there was no need to place salesmen on the road, as we were compelled to refuse orders. In 1893 our order books were full, and at the cycle show at Philadelphia we were compelled to refuse orders amounting to thousands of dollars. Our trade all through 1893 continued good, even through a time when the depression in business was felt by all classes in all parts of the country. We have again enlarged our works, putting in larger engines, new machinery, and new enameling ovens, and expect to turn out between five and six thousand wheels. With

these increased facilities, however, we believe we shall be compelled to refuse many orders." Then the firm describe their Reading road racer, roadster, and light roadster. An interesting feature of the catalogue is the list of cycling publications. Of course THE BEARINGS heads the list.

The advance catalogue of the Keating Wheel Co. is out. The prices on these popular wheels will be \$125, and the weights range from twenty-three to twenty-seven pounds for ladies' and gentlemen's wheels. Four models of the latter and two of the former will be turned out.

NEW YORK TRADE.

NEW YORK, Jan. 28.—The Wilson-Myers Co., of New York City, have been incorporated to manufacture and sell bicycles, tricycles, etc.; capital \$100,000. Directors, William F. Wilson and Frederick J. Stimson, of New York City, and Thomas A. Hine, of Rockaway, N. J. They will succeed to the business of Wilson, Myers & Co., and the manufacture and sale of Liberty cycles. It was whispered at the cycle show that the firm was hard pressed for funds and must have new capital to enable it to complete its output for the coming season. This was, of course, positively denied by the firm, but the reorganization implies that the rumor had some basis of truth. The trade will be glad to know that they have overcome any difficulties of that sort they may have had.

The Bidwell-Tinkham Cycle Co. have secured the New York agency for E. C. Stearns & Co., for which they have been for some time negotiating. They are also agents for the Humber wheels, and will add a good low-priced wheel to their list, to make a trio hard to surpass.

C. J. Godfrey, 11 Warren street, well known as the agent for the J. P. Lovell Arms Co., will also handle the Eclipse wheels this year.

Those old time standards of excellence, Rudge bicycles, will make an effort to regain their lost footing in this country under the active management of the Bronson Supply Co., a large hardware company at 72 Beekman street.

Another name familiar to wheelmen of an earlier day is that of Ira Perego's Sons, men's furnishing goods, whose store on Fulton street was once the headquarters for all cycling supplies of that character. Fire burned them out several years ago, and they concluded to give up business, but have recently opened a new store on Park Row, and made a fine display of regalia for wheelmen at the cycle show. They expect to regain their former place as haberdashers to the principal clubs of the metropolitan districts. Arthur W. Perego was for years prominent in the social life of Brooklyn and of the Long Island wheelmen.

A new brass central-draft bicycle lantern has been placed on the market. It burns kerosene oil, gives a much more powerful light than the old style lanterns, and seems a decided improvement on them in other ways. It is known as the Searchlight.

Stephen Golder and George Hendee were among the departures for England during the week.

C. P. Warner is representing Hibbard, Spencer, Bartlett & Co. in the eastern territory selling the St. Nicholas line. He was in Providence last week.

JUST ABOUT THIS TIME
OF THE PRESENT YEAR
BICYCLE DEALERS
MAKE UP THEIR MINDS ABOUT
= WHAT TO SELL =

ARE YOU ON THE FENCE?
OR HAVE YOU DECIDED
TO SELL THE
"SECURITY" BICYCLES?

BETTER DROP A CARD TO
US FOR "INSIDE" PRICES AND
DISPLAY SHEET. WE HAVE
A BONANZA FOR GOOD, BRIGHT
DEALERS =

SIEG & WALPOLE MFG CO.
285A WABASH AVE =
CHICAGO =

WHEELS
BICYCLE
SUNDRIES
WAY-DOWN.

"To Trust is to Burst."



This is an old fashioned saying and infallible. The result of all things against public policy and the good of the people.

Wait patiently for results, but don't pay royalties.

Use Cyclone Clincher

If you want a mechanically-fastened tire.

CEMENTED TIRES.

Rex Road is lighter and more durable than any other road pneumatic tire manufactured. They are strictly a high-grade pneumatic tire. **Pure as Gold.**

We will give **One Hundred Dollars** to any charity designated by Mayor Gilroy, of New York City, if any person or persons find an ounce of adulteration in the rubber used in the shoes or tubes. They are absolutely pure and made of the finest, driest, old Para rubber obtainable.

If you want to know what kind of Para rubber we buy for our tires, write Messrs. Simpson & Beers, 58 William Street, or Messrs. Betts & Robinson, 51 Stone Street, Rubber Brokers, New York City.

We buy only the best grade of Sea Island fabric, longest staple obtainable, equal weave and strength.

This is a frank statement. Is it not? Have you noticed that we make many indisputable statements of facts pertaining to our business and of great importance to you? No other manufacturer can make them truthfully.

CLIMAX TIRES

Are old stand bys. They are worth one hundred cents on the dollar after having been ridden a year, if not abused.

A WORD ABOUT PATENTS.

We control patents and do not infringe on valued patents granted others. Should any inventors or assigns imagine that we do, we invite them to resort to the law, and we promise that we will earnestly assist them to hasten their case to as speedy a termination as the courts of our land will permit of. We do not say this in a spirit of bravado, but have retained most eminent counsel, and believe that we have rights and are prepared to enforce them.

We will protect all persons from infringement suits, and no one need anticipate any trouble by using any tires of our manufacture.

EASTERN RUBBER MFG. CO

TRENTON, N. J.

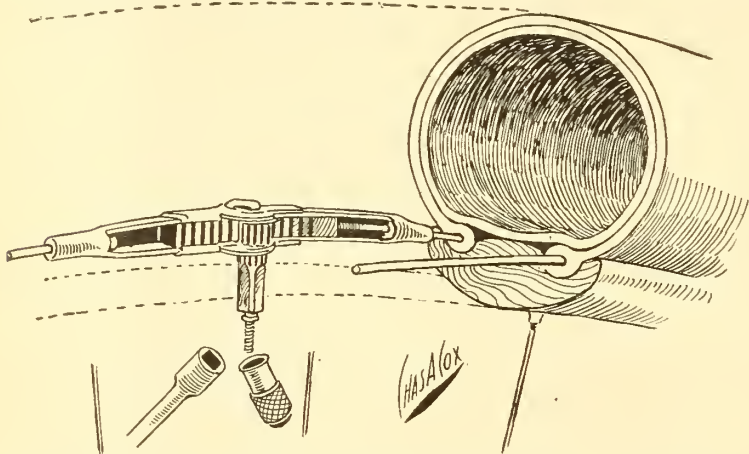
DISTRIBUTING BRANCHES: Factory and Head Offices, Trenton, N. J.

EASTERN RUBBER MFG. Co., 38 Park Row, and 9 and 11 W. Broadway, cor. Reade street, NEW YORK; CHICAGO, 207 Lake street; BUFFALO, Frank J. Eppele; PHILADELPHIA, H. C. LaCato; WASHINGTON, D. C., Goodyear Rubber Co.; ST. LOUIS, Day Rubber Co.; PITTSBURG, Hayward & Co., 86 Water street.

MENTION THE BEARINGS

The Webb Tire.

George S. Webb, of Aurora, Ill., exhibited a tire at the New York show which attracted a deal of attention. This tire is attached by means of wires and when once fastened never comes loose. The skate-key principle



is used to loosen or tighten the wires which hold the tire on. A glance at the accompanying cut will show clearer than words the advantages of Mr. Webb's tire. Parkhurst & Wilkinson make them and are prepared to fill all orders. The wood rim used is their own exclusive design and specially made for this tire.

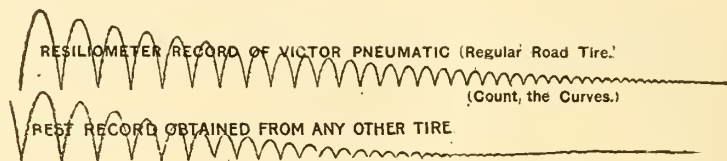
Light-Weight Road Tires.

The New York Tire Co. are putting on the market this season a tire suitable for light road wheels that will weigh but two and one-half pounds to the pair. They are enabled to supply a serviceable, strong tire at this weight by the use of their patented fabric, which will withstand an air pressure of 250 pounds. This is a step in the right direction. Bicycle makers are striving to reduce the weight of their product and tire makers must assist them by producing a tire proportionately reduced, at the same time possessing strength and resiliency. The New York Tire Co. believe they have solved this problem, as they are enabled to save makers using their 1894 tire from two to three pounds in weight.

Fred McEwen, of Elgin, Ill., has gone on the road for the Hill Cycle Mfg. Co. The makers of the Fowler will send two more men out next week.

The Victor Resiliometer.

Whoever has seen an expert in tires testing one by dropping it upon the ground and guessing at the number of times it rebounds, will readily understand this simple device. The expert knows that the best riding tire is the one which rebounds the best or is the most resilient. The Overman Wheel Co. have in this machine left out the guess work and substituted a simple device, whereby the number of rebounds made by a tire and wheel after falling the distance of one foot is self recorded, together with the comparative height of each rebound.



The essential part of the machine is a pivoted lever having the wheel and tire fixed upon its long arm and a recording pencil attached to its short arm. The pencil must move with the wheel, and it is evident by sliding a piece of paper across the pencil at right angles to its movement a mark will be made at each rebound. The paper could be pushed across by hand to get the number of rebounds, but by regulating its speed, as is done in this machine, the curves made by the pencil are also regulated and the loss in height of each rebound clearly indicated.

The Overman Wheel Co. has prepared a card for use in exhibiting the machine, on which is given the best record they have been able to get from any road tire except the Victor. The record of the Victor the machine makes "while you wait," writing it immediately above the other for comparison.

SITUATION WANTED.

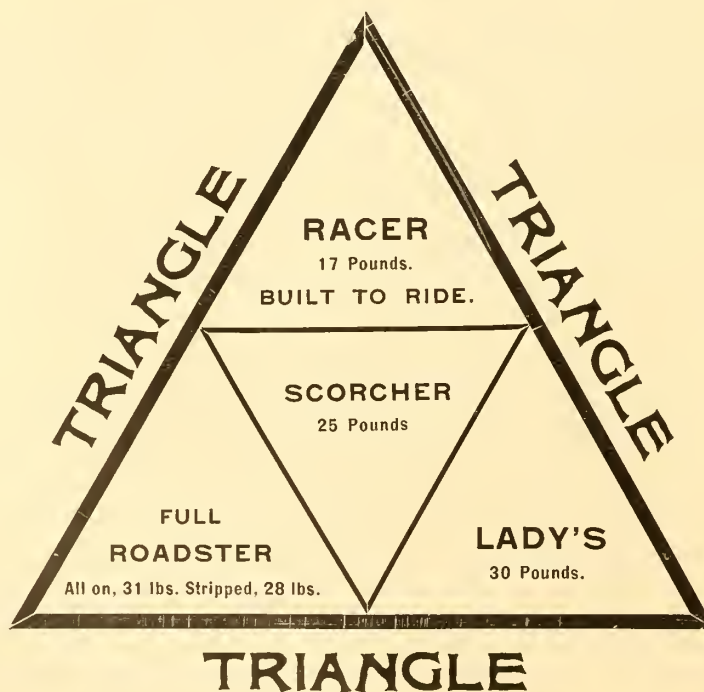
A young man twenty-eight years old desires a situation with a good, reliable company. Am now engaged with a well-known bicycle manufacturing company and desire a change for personal reasons only. Am thoroughly acquainted with the cycle business in all its branches, buying, selling, manufacture, advertiser, manager of office, correspondent. Thoroughly informed as to high-grade cycle building as one without mechanical or technical training. Address:

A., care The Bearings Publishing Co., 900 Isabella Bldg., Chicago.

[The above applicant for position is personally known to the publishers of THE BEARINGS, and we can back him up in what he says.]

'94

'94



THE PEERLESS MFG. CO.

DO YOU SELL BICYCLES? WHY NOT SELL THE BEST?

Raleighs are Light!

Raleighs are Strong!

Raleighs Run Easily!

Raleighs Sell Easily!

Raleighs are built of the best material, and by the best skilled labor that money can procure.

Step into the Raleigh Line

If you want to make money.

RALEIGH CYCLE CO.

2081-83 Seventh Ave.

NEW YORK.

Agents in Wisconsin, Illinois, Missouri, Arkansas, Louisiana, and all States west thereof, apply to our branch at 289 Wabash Ave., CHICAGO, ILL.

MANUFACTURERS!

Wait and see the...

MERCURY SADDLE

BY FAR THE HANDSOMEST AND BEST.

Special prices on Tubing of following brands:

MANNESMAN. WELDLESS. PERFECTA. METTALIC. PARAGON.
PEDALS, FORKSIDES, ETC.

THE RALEIGH CYCLE CO.

The St. Louis Refrigerator & Wooden Gutter Co. have written to E. C. Stearns & Co. objecting to restricting the judges in the aluminum-steel test to four tests only. They think that these officials should make the tests to suit themselves.

The Eclipse company placed these agencies among others at the show: A. O. Very Cycle Co., Boston, for the entire New England states; C. J. Godfrey, New York City, for the state of New York, and the Chapman Hardware Co. for the state of Ohio.

"PERFECT" POCKET OILER

THE KING OF OIL CANS.

Has no equal; does not leak; regulates supply of oil exactly; for a high grade wheel the "Perfect" is a necessity if you wish to obtain the greatest amount of pleasure and comfort.

PRICE, 25 CENTS EACH.



Half Size.

"STAR" OILER.

An excellent article; well made; has many improvements on ordinary oilers. Not up to the "Perfect," but still a good oiler for the money.

PRICE, 15 CENTS EACH.



Half Size.

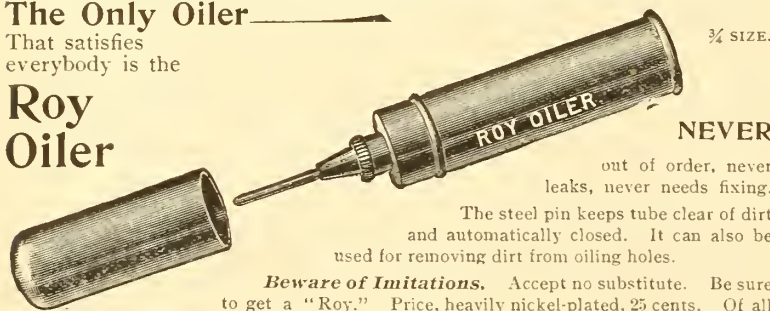
OILER OR PUMP HOLDERS. 25c. EACH.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

The Only Oiler

That satisfies everybody is the

Roy Oiler



3/4 SIZE.

NEVER

out of order, never leaks, never needs fixing.

The steel pin keeps tube clear of dirt and automatically closed. It can also be used for removing dirt from oiling holes.

Beware of Imitations. Accept no substitute. Be sure to get a "Roy." Price, heavily nickel-plated, 25 cents. Of all ealers, or mailed on receipt of price. Write for circular and trade prices. ROY OILER MFG. CO., 77 Warren Street, NEW YORK.

E. W. Ballard, formerly with the Kenwood Mfg. Co., has closed with the Monarch Cycle Co. and started through Michigan and Illinois for them this week. Mr. Ballard is a hustler and made a fine name for himself while representing the Kenwood on the Pacific coast.

The Buffalo Drop Forging Co. are crowded with orders for bicycle forging, and they are making a special rim on round cranks varying in lengths from five and one-half to seven inches between centers. The cranks are made from special stock, which will harden readily in water.

Frank T. Fowler, of the Hill Cycle Mfg. Co., while in the east closed a deal whereby B. B. Emery & Co., of Boston, will handle the Fowler in the New England states. They have placed a large order and will carry a large stock of wheels as well as parts. Emery & Co. have three stores in Boston and the Fowler will be the only high-grade wheel they will handle. Since taking the agency on January 12 they have booked twenty-eight orders for local trade only.

Rouse, Hazard & Co., Peoria, Ill., write that they are receiving a great many applications for agencies and indications are that a large trade will be done this season. Controlling as they do a large territory for the sale of Western Wheel Works' goods, with their own five styles of Sylphs for highest grades and the medium-priced Overlands in both a ladies' and gentlemen's pattern, it is safe to say their most sanguine expectations will be realized.

FIRE SALE.

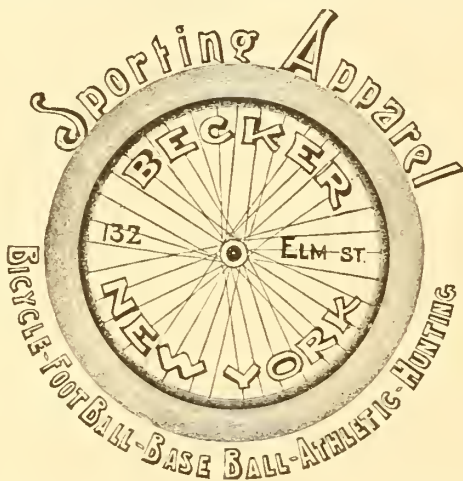
Our Stock of Bicycles and Sundries was damaged by fire, water, and smoke, and will be sold

CHEAP.

Correspondence solicited. Machines guaranteed as represented or no pay.

RALPH TEMPLE CYCLE WORKS,

158 22d Street, CHICAGO.



Mention The Bearings

HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.

GEO. W. HEARTLEY, TOLEDO, OHIO.

Manufacturer of Cycle-Making Machinery and Tools.

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels. Punches, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.

MENTION THE BEARINGS

.....1894 BICYCLES

To be up to date should be fitted with Woodbury's Automatic Dry Chain Lubricator and Duster.



Manufacturers and agents look to your interests. List them. Fit them. It's a great selling point. Valuable to riders, and right in line for weight, which is 1/2 oz.

M. A. WOODBURY - BRADFORD, PA.
Patents applied for MENTION THE BEARINGS

BARNES' IMPROVED BICYCLE WRENCH.

Our wrenches are light, strong, neat in appearance, and the most convenient for use of any in the market. They are all steel, with case-hardened jaws, finely finished and nickel plated. Weights from 4 1/2 to 7 ounces; the '94 being the lightest, and the '93 the heaviest. Send for circular.

Mention The Bearings



'92 PATTERN.



'93 PATTERN.



'94 PATTERN.

BARNES TOOL COMPANY, P. O. BOX 241, NEW HAVEN, CONN.

“Imperial” Wheels

THERE ARE WHEELS AND WHEELS.

THERE ARE MANY GOOD ONES.

There are few, if any, which equal

The “Imperial.”

What makes them popular all the way from Maine to California?

FIRST.—The Best Material.

SECOND.—Correct Design.

THIRD.—Careful Observation as to Needed Improvements.

FOURTH.—Adoption of all Practical Improvements.

FIFTH.—The Best Obtainable Skill in Construction.

These things combined make STRENGTH, BEAUTY, DURABILITY.

“IMPERIALS” possess all these qualities!

Are you interested?

Ask about them.

Don't wait too long.

Ask now.

Ames & Frost Company,

Blackhawk St. and Cherry Ave., CHICAGO, ILL.

MENTION THE BEARINGS

Handsomest and Finest Strictly High Grade ever put in the Market.

New 1894 Model High Frame Mail

30 lbs.

and

26 lbs.



\$115.00

and

\$125.00

Larger demand in 1893 than ever before, which bespeaks its worth and popularity. AGENCIES NOW BEING ARRANGED.

Also best line cheap wheels in the market from \$35.00 to \$75.00.

...Manufacturers... WM. READ & SONS,

CHICAGO BRANCH—606 Masonic Temple,
A. W. MOORE, Manager.

MENTION THE BEARINGS.

107 Washington Street, BOSTON, MASS.

SINGER CYCLES

THE WORLD'S STANDARD OF HIGHEST GRADE.

Singer Challenge Patterns.

Singer "Challenge" Light Roadster	-	-	-	-	-	-	-	-	-	\$125
Singer "Challenge" Ladies'	-	-	-	-	-	-	-	-	-	135
Singer "Challenge" Roadster	-	-	-	-	-	-	-	-	-	135
Singer Velociman Hand Tricycle	-	-	-	-	-	-	-	-	-	200

Singer "Modele de Luxe" Patterns.

Singer "Modele de Luxe"	-	-	-	-	-	-	-	-	-	150
Singer "Modele de Luxe" Ladies'	-	-	-	-	-	-	-	-	-	150
Singer "Modele de Luxe" Light Roadster	-	-	-	-	-	-	-	-	-	150
Singer "Modele de Luxe" High Safety	-	-	-	-	-	-	-	-	-	150
Singer "Modele de Luxe" Racer	-	-	-	-	-	-	-	-	-	160
Singer "Modele de Luxe" Tricycle (Ladies' or Gents')	-	-	-	-	-	-	-	-	-	210
Singer Geared Ordinary	-	-	-	-	-	-	-	-	-	160
Singer Tandem Safety	-	-	-	-	-	-	-	-	-	240

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

SINGER & CO.,

6 and 8 BERKELEY ST.,

And 2 WARREN AVE.,

MENTION THE BEARINGS

BOSTON, MASS.

Punctures Overcome

*By using our Self-Sealing Air Tube;
Closes small punctures made by pins, nails, or tacks.*

No more walking. Pull out the tack and ride home.

The surprise of the New York Cycle Show.

Can be used on mechanically attached tires, old or new.

If your maker or dealer cannot supply them, send to us,
we can forward promptly.

WE MAKE TIRES ALSO. Strongest, liveliest, and lightest. *Weight is our leader.* Strongest road tire *only* 3½ pounds. Tire strong enough, 2½ pounds. Save you 2 to 3 pounds per pair over any other.

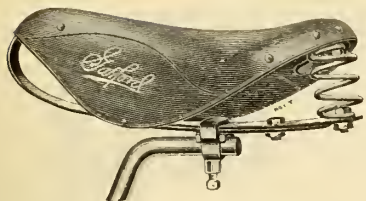
NEW YORK TIRE CO.

"AIR: ITS HARD AND SOFT SIDE."

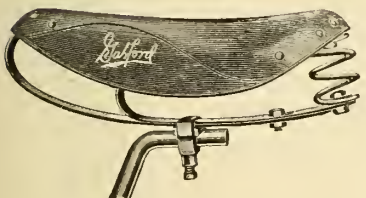
Pamphlet for the asking.

97 Bank St., NEW YORK.

MENTION THE BEARINGS



Style C-3.



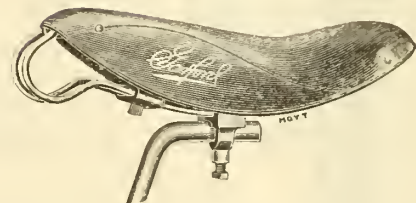
Style C-2.



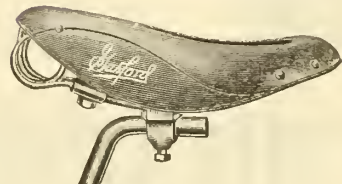
Style F-2.



Style E.



Style F.



Style E-4.

In all Lines of Goods there is one
that stands

HEAD and SHOULDERS above the
REST. In SADDLES

IT IS THE

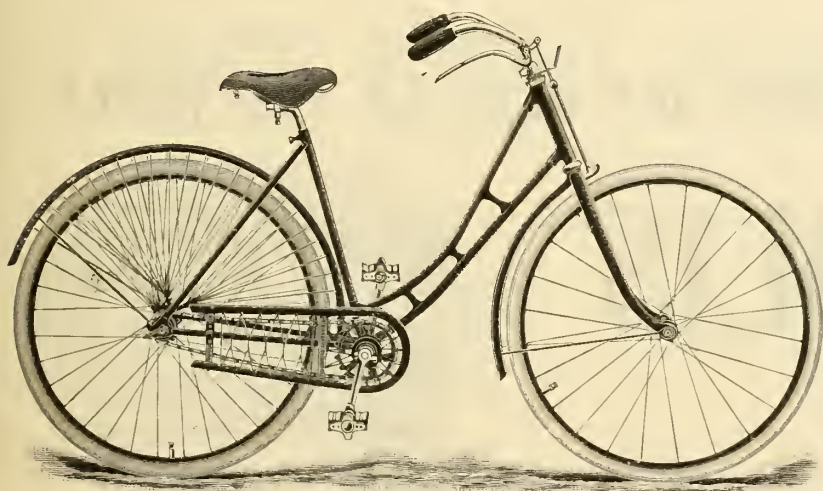
“Garford”

30 DIFFERENT STYLES.
Send for Catalogue.

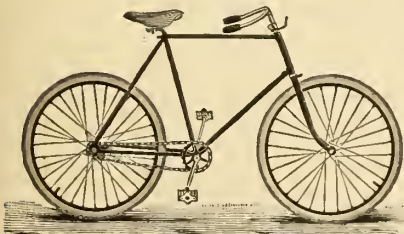
GARFORD MFG. CO.
ELYRIA, OHIO.

R. B. McMULLEN & CO.
SELLING AGTS. CHICAGO, ILL.

Mention The Bearings.



LADIES' ECLIPSE, \$125, weight 30 lbs.

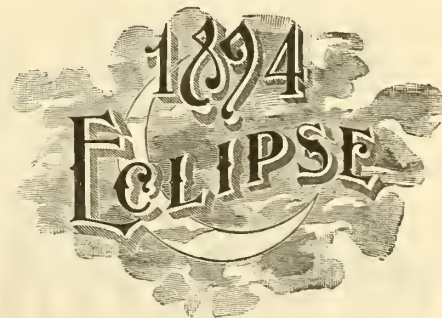


Model A. \$125. weight 25 lbs.



Model B. \$100. weight 30 lbs.

Price and
Quality
Tell.



The Most Desirable Line

FOR

DEALER and RIDER

Seven Models, all High Grade.

Eclipse Bicycle Co.

BEAVER FALLS, PA.

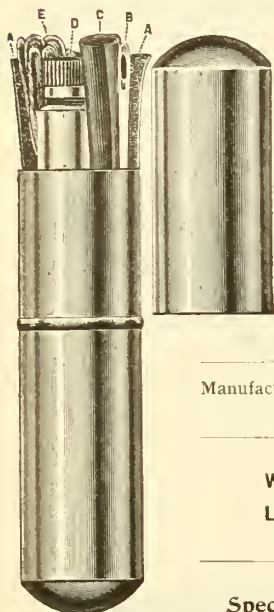
MARTIN, VERY, GODFREY, HUGHES, CHAPMAN,
and other good men handle our good machines.

CATALOGUES READY.

MENTION THE BEARINGS

Midget Repair Kit

Will repair any Hose-pipe or Inner-Tube Tire on the market.



CONTENTS:

(A) emery paper for smoothing surface; (B) needle for lacing tire; (C) roll of pure gum patching; (D) tube of elastic cement; (E) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail.

25 CENTS.

Manufacturers should give one of these with every wheel.

WEIGHT, complete, 2 oz.

LENGTH, complete, 3 in.

Special price by the thousand.

Wood

RIMS.



Warwick Hollow

RIMS.

PEDALS.
CHAINS.
TOOL-BAGS.
FORGINGS.
FORK SIDES.
SPROCKETS.

Steel

RIMS.



Everything for the manufacture of a bicycle.

Pneumatic Tires :

ACME BRAND.
BOSTON BRAND.
N. G. L. BRAND.

SEND FOR OUR '94 CATALOGUE.

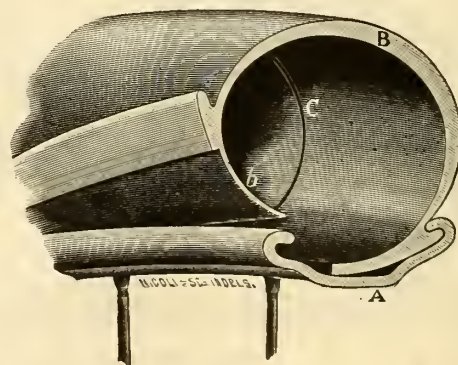
CHICAGO TIP & TIRE CO.

152-154 Lake Street,
CHICAGO, ILL.

MENTION THE BEARINGS

CEMENTED TIRES ARE DEAD TO THE WORLD!

THE INDIANAPOLIS CLINCHER



Is the Tire of the future. Made under the Gormully & Jeffery patents by an entirely

NEW PROCESS

Which we have protected by letters patent. By the use of our tire you get the full benefit of "RIDING ON AIR." Write for full information and prices to manufacturers.

THE INDIANAPOLIS RUBBER CO. INDIANAPOLIS, IND.

St. Nicholas Wheels

A Large and Fine Line.
Listing from \$20 to \$125.
Greatly Improved on all Points.
And Strictly Up-to-Date.

WE CONTROL THEM ABSOLUTELY; WRITE US.

Hibbard, Spencer, Bartlett & Co.

..... CHICAGO.

MENTION THE BEARINGS.

GOOD PROFIT ASSURED TO DEALERS.

COMPLETE LINE OF HIGH-GRADE SAFETIES, '94 MODELS.
AND JUVENILE

LOW PRICES THAT WILL INTEREST YOU!



SEND FOR BICYCLE CATALOGUE

28-Inch—MEACHAM SPECIAL Road Racer, 27 lbs.,	Pneumatic	List, \$1 50.00
28-Inch—MEACHAM Light Roadster, G. & J. Tires,	Pneumatic	List, \$1 35.00
28-Inch—MEACHAM Light Roadster, Whippet Tires,	Pneumatic	List, \$1 25.00
28-Inch—DEMON, Men's Diamond	Pneumatic	List, \$1 10.00
28-Inch—CLUB, Men's Diamond	Pneumatic	List, \$ 90.00
28-Inch—MARCHIONESS, Ladies' High Grade	Pneumatic	List, \$1 35.00
28-Inch—EXPRESS, Combination	Pneumatic	List, \$ 75.00
26-Inch—YOUTHS' Scorchers	Pneumatic	List, \$ 65.00
26-Inch—YOUTHS' Roadster	Pneumatic	List, \$ 55.00
26-Inch—VASSAR, Drop Frame	Pneumatic	List, \$ 55.00
24-Inch—DIAMOND	Pneumatic	List, \$ 45.00
22-Inch—BOYS' and GIRLS'		List, \$ 18.00
20-Inch—BOYS' and GIRLS'		List, \$ 16.00

MISSOURI STATE AGENTS
FOR THE FAMOUS

LU-MI-NUM.

ALSO SOME BARGAINS IN CUSHION SAFETIES
AT PANIC PRICES. THE FIGURES WILL SELL THEM.

CORRESPONDENCE SOLICITED. DEALERS PROTECTED.

E. C. MEACHAM ARMS Co.

OUR TERRITORY—OCEAN TO OCEAN.

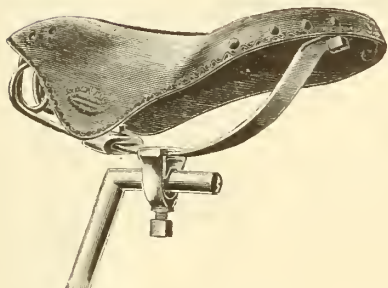
ST. LOUIS, MO.

WITHOUT A PEER! The "SOLID COMFORT" SADDLES

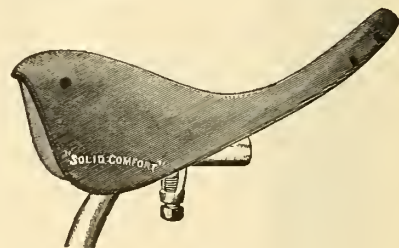
TEN DISTINCT DESIGNS.

BEAUTIFULLY FINISHED.

Furnished in either Russet or Black
Leather.



Model G, 25 ounces.



Men's Racer, 13½ ounces.

Order your Machine with one. Manufacturers supply them.

CURTIS-CHILD MFG. CO

Send for Catalogue...

MENTION THE BEARINGS.

PHILADELPHIA, PA.

FIRE! FIRE!

GENTLEMEN: Our entire plant was destroyed in the recent disastrous conflagration which swept the business portion of Toledo. Phoenix like, we have risen from the ashes, and have secured enlarged and commodious quarters, and are prepared to fill all orders for

RED CROSS CEMENT AND SUNDRIES

with our usual promptness.

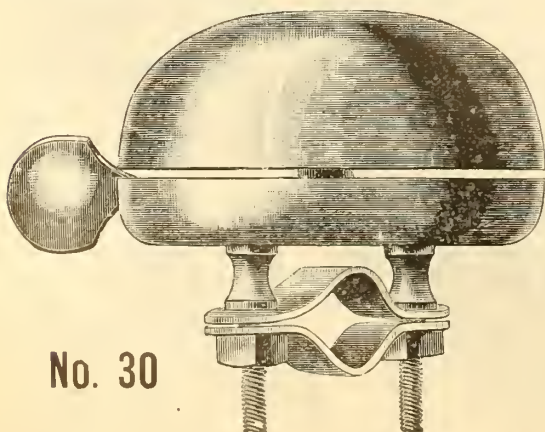
Faithfully yours,

NOTICE: Have you our PRICES and ELECTROTYPES for '94? If not, it will pay you to write for them at once.—A. U. B. & CO.

ARLINGTON U. BETTS & CO., Toledo, Ohio.

Mention The Bearings

NEW IMPROVEMENT BICYCLE BELL



No. 30

Our bells are put together with screws, and are easily taken apart and repaired. Any part of this bell can be supplied by dealers, as all parts are interchangeable. The clamps are constructed so that the bell cannot turn on the handle-bar.

Rubber Washers and Tubing are not used in this Bell

to prevent the hammers rattling, as these wear out in time, and are useless.

Most durable bell made, and every part is highly finished in nickel silver.

MADE ENTIRELY OF METAL.

Manufactured by

HARDWARE SPECIALTY CO., 61 & 63 Mulberry St., NEWARK, N. J.

BICYCLE MEN—Be sure and see the New Improvement Bells before you buy your stock for 1894.

Mention The Bearings

Pneumatic Tires

For **BICYCLES**
And **CARRIAGES**

We manufacture a variety of high and medium grade single and inner tube tires for general sale. Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.
Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.

HARTFORD, CONN.

SWEATERS.

BICYCLE TROUSERS.

STOCKINGS.

RACING SUITS.

GYMNASIUM SUITS.

BATHING SUITS.

Our garments are high grade, and made in a superior manner on hand machines, and are all that good tools, skilled operatives, and critical inspection can make them.

We have fairly earned, and it shall always be our endeavor to maintain, the

Highest Reputation in Our Line of Business.

SEND STAMP FOR CATALOGUE B.

THE HOLMES CO

109 Kingston Street, BOSTON, MASS.

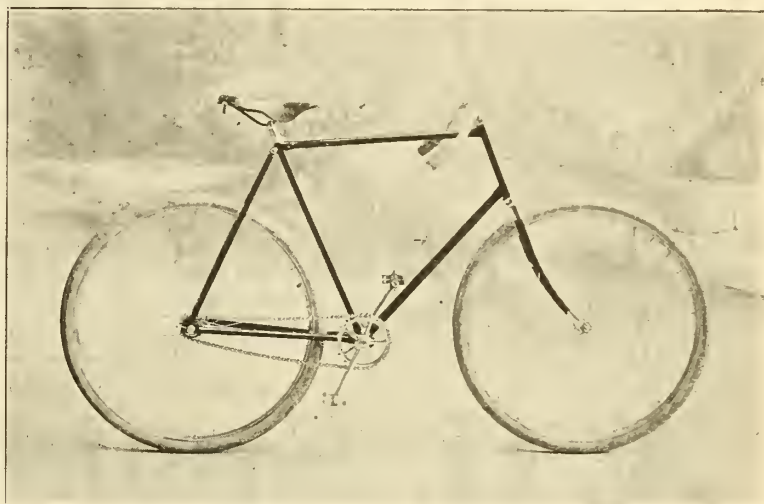
MENTION THE BEARINGS



ABSOLUTELY CORRECT IN CONSTRUCTION.

THE Andrae

CYCLES.



PRICE QUALITY **UNEXCELLED**

Julius Andrae Cycle Works,
MILWAUKEE, WIS.

ADVANCE SHEETS READY—Catalogue Soon.

MENTION THE BEARINGS

..SIX..

... THE ELMORE

1 2 3 4 5 6

What does it mean?

It means just this==

Ease of Position.

Light and Strong.

Made by Experienced Workmen.

On the Road has no Superior.

Rigidity and Durability.

Every One Guaranteed.

WRITE

...FOR...

TERMS.

ELMORE MANUFACTURING CO.

ELMORE, O.

MENTION THE BEARINGS

Others Make the Pace . . .



The Spalding

TAKES FIRST PLACE.

CATALOGUE

A. G. Spalding & Bros.

NEW YORK.

CHICAGO.

PHILADELPHIA.

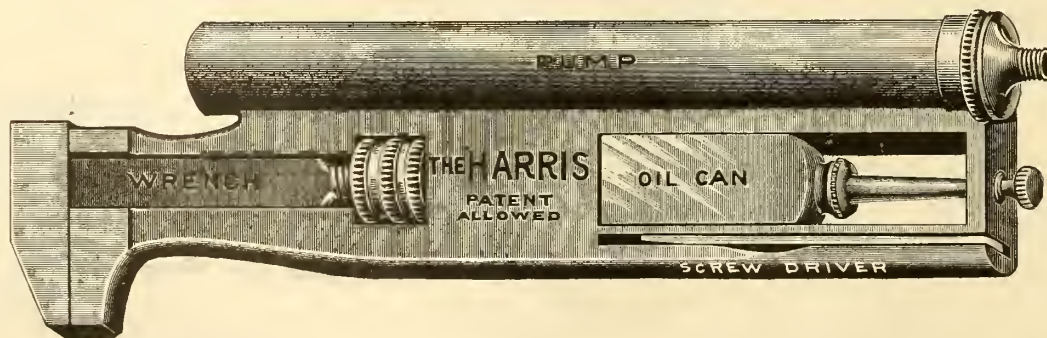
SPECIAL AGENTS,

Makers: Lamb Mfg. Co., Chicopee Falls, Mass.

MENTION THE BEARINGS

ATTENTION, CYCLIST!

The Harris Combination Wrench



A New Novelty and Practical Combination Tool for 1894.

Wrench, Oil-can, Pump, and Screwdriver all Combined in One.

Made of drop-forged steel, case hardened, weight 10 ounces.

Electrotype for Catalogues on application.

Harris Manufacturing Co. 381 Main St., Buffalo, N. Y.

MENTION THE BEARINGS

ROYAL LIMITEDS

...ARE ADMIRIED BY ALL...

Those who have seen
them say they are
beyond comparison.



Responsible and Reliable Dealers...

Will find it to their advantage not to
overlook the Royals in placing their
'94 orders. This machine does not eat
up your profits in the repair shop.

Send your name for catalogue



ROYAL CYCLE WORKS

MARSHALL, MICH.

MENTION THE BEARINGS

Queen City for 1894

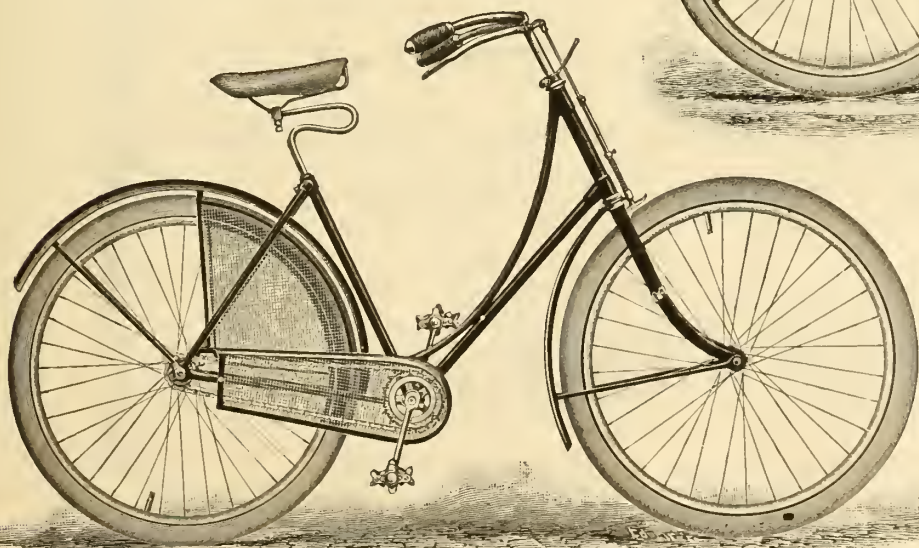
GEO. N. PIERCE & CO.,

MANUFACTURERS,

BUFFALO, N. Y.



New 1894 Pattern "QUEEN CITY," Weight 32 Lbs.



New 1894 Ladies' "QUEEN CITY," Weight 38 Lbs.

THESE ARE OUR LIST PRICES:

28-inch "Diamond" frame	-	\$100 00
28-inch "Ladies" frame	-	100 00
26-inch "Diamond" frame	-	65 00
26-inch "Combination" frame	-	65 00
24-inch "Diamond" frame	-	55 00
24-inch "Combination" frame	-	55 00

ALL FULL BALL BEARINGS AND PNEUMATIC TIRES.

We are now ready to make prices and give
agencies for 1894.

MENTION THE BEARINGS

STILL DOUBTING

Had you been at the National Show and heard the opinions expressed by makers, agents, and public, you would doubt no longer, but decide at once to order

Preston=Davies Tires

on your new machine. They have forced their way to the very front by reason of their superfine quality. Because of that we have always guaranteed them, and we still continue to do so.

Agents, don't delay. Riders, the P.=D.'s the thing.

The Preston=Davies Tire and Valve Co., Ltd.

Fulham, LONDON, and at COVENTRY.

MENTION THE BEARING

STAND 28, PHILADELPHIA CYCLE SHOW.

JOBBER

Be sure and get our prices and see our wheels. Nothing equal to them anywhere. Catalogue ready January 15.

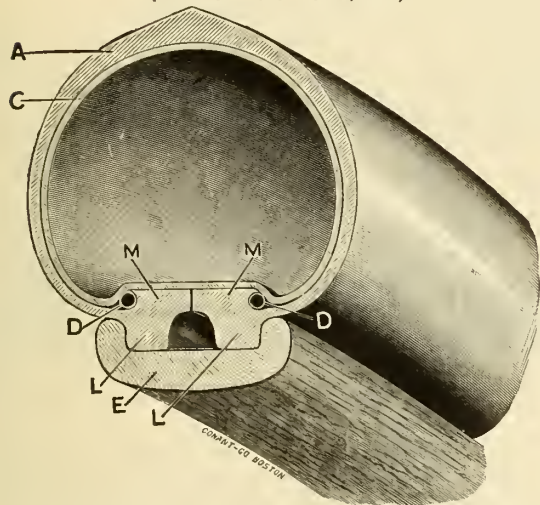
W. H. WILHELM & CO. READING, PA.

PACKER CYCLE CO., READING, PA., State Agents for Pennsylvania and Delaware.

Mention the Bearings

HERMES TIRES!!!

(Patented November 14, 1893.)



The above cut is a cross sectional view showing tire inflated without valve, the better to show construction. A is rubber part of outside cover, C is inside tube, M M are the margins or shoulders against which the hoops D D, press. The margins or shoulders L L, rest in rim E and keep tire in place by hoops D D.

Wood Rims;
Hermes Mechanical Fastening;
Hermes Valve;

MAKE A HAPPY COMBINATION.

And what is always desirable, make happy the possessor thereof. A word in answer to many inquiries daily received—as to our ability to fix Hermes Tires to Wood Rims—**Yes**, most emphatically, *we can*. Our method of fastening enables us to use a narrow wood rim, thereby obtaining a great advantage over the wide rim. Narrow rims whether of metal or wood, insure great resiliency. *Hermes Tires* and *Hermes Fastening*, with a wood rim such as we will fit them to, gives wheelmen just what they desire. *Simplicity itself, entire absence of complications*, while last but not least, Hermes Valve insures the retention of air in your tire. If catalogue and cuts don't make clear to you all the details of Hermes Tires, Hermes Rims, and Hermes Valve, write us, and we will be happy to answer all questions. Send for catalogue. Mention this paper.

HERMES TIRE COMPANY,

MENTION THE BEARINGS

630 WASHINGTON ST., BOSTON, MASS.

JIM CORBETT

Stands at the head of his class.
Did you ever stop to think that it

IS

much better to buy bicycles from a house that stand at the head of the class? We can knock 'em all out when it comes to quality and prices, and we herewith make the claim that we are

CHAMPION

of our class.

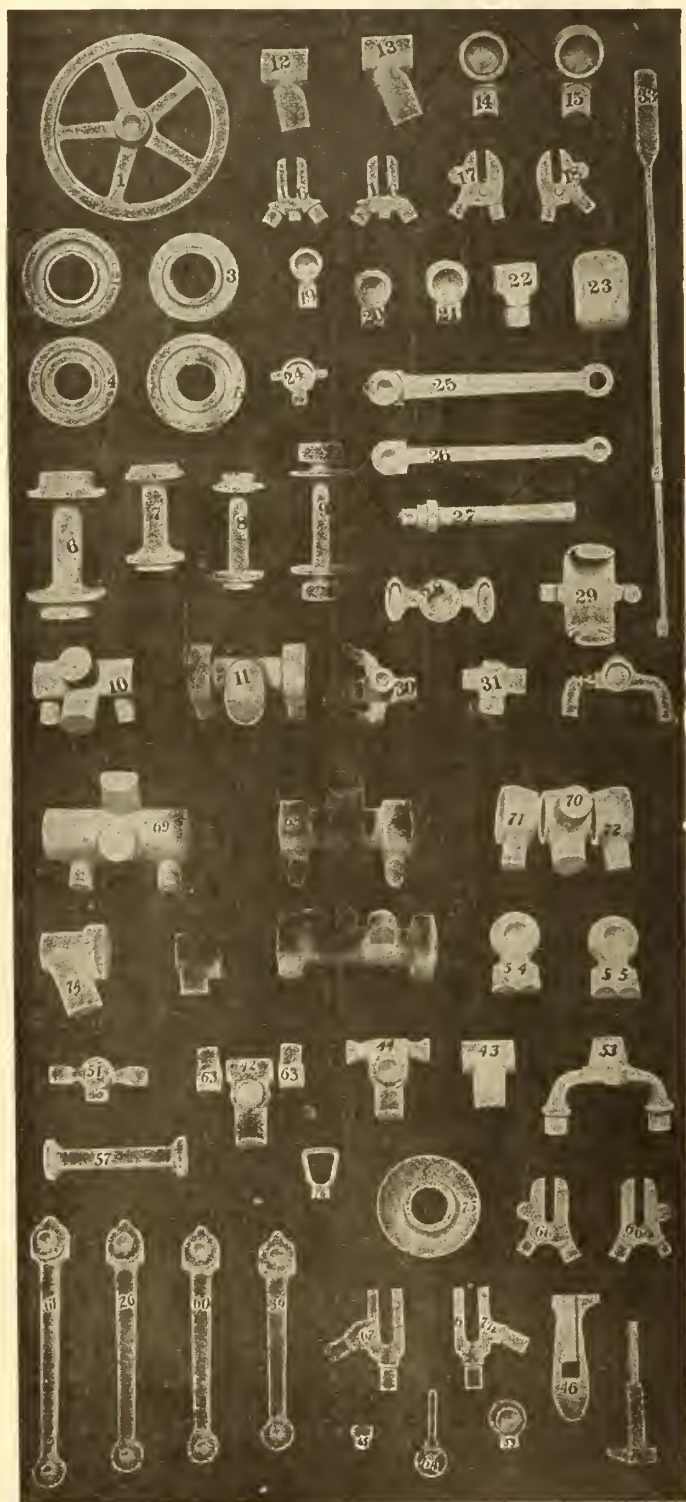
A. F. SHAPLEIGH HARDWARE CO., St. Louis, Mo.

ESTABLISHED 51 YEARS.

N. B.—We have exclusive control of SYRACUSE Bicycles in the South and West.

Mention The Bearings

STEEL FORGINGS. Aluminum Bicycles.



These Forgings ready for immediate delivery and estimates given on special patterns.

BUFFALO DROP FORGING CO.

BUFFALO. - - - - - NEW YORK.

MENTION THE BEARINGS

Prof. J. B. Johnson's marvelous tests of Dec. 1st, 1893, so widely advertised, were made with two bicycle frames **belonging to us** made of metal treated by our secret process and cast by us. Both frames stood 3620 lbs., but the firm using our test (without permission) for an advertisement is not using this aluminum. If you want this wonderful aluminum, you will have to buy of us.

Collier Aluminum Bicycle.

Five Different Styles of Bicycles

will be ready for market March 1st—three men's, two youths'. They will be revelations both from a mechanical and artistic standpoint.

Our fittings are made to our special order regardless of cost, and are the best efforts of both American and European talent.

Carbo-Alumina Metal Co.

2216-2218 Washington Ave., ST. LOUIS, MO.

MENTION THE BEARINGS

WE HAVE DONE IT!!

DONE WHAT?

Established a thoroughly-equipped Repair Shop in every Railroad city or town in the United States.

HOW HAVE WE DONE THIS?

By making prices so low (freight included) that "butchers" and blacksmiths can not compete.

We pay freight both ways on work amounting to \$5.00.

Is Anything Wrong with your Bicycle?

Have it repaired now, ready to ride or sell in the Spring

We can reconstruct it entire if need be.

HERE ARE A FEW PRICES:

Remodeling for pneumatics, \$20 to \$25 (includes enameling and general light repairs).
Tangent spokes in place of direct, \$10.
If new steel hubs are necessary, we make an extra pair light wheels, \$25 (\$15 rear, \$10 front).
Steel rims fitted, \$5 pair. Wood Rims fitted, \$8 pair.
If we fit rims, **tires are figured at cost.**
Re-enamelled, 2 coats, baked on, \$5.
Renickel, usual parts, except hubs and spokes, \$5.
Plating hubs, spokes, and all bright parts, \$10.

Dealers or repairers who lack facilities for difficult work should take advantage of this offer.

Ten years' experience has made our advice valuable. You can have it for the asking. Write us.

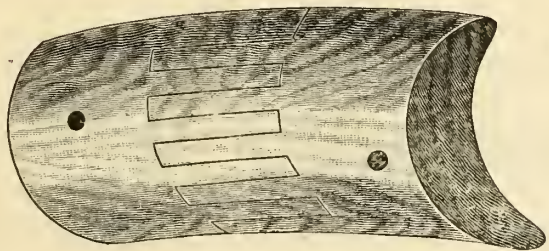
C. R. & W. M. HARADON,

135 State Street - - - SPRINGFIELD, MASS.

Mention The Bearings

THE BEARINGS
Cyclists' Authority

WOODEN RIMS • WOODEN RIMS



PLYMOUTH INTERLOCKED-JOINT RIM

Joint made on scientific principles, like the keystone of an arch, and
WARRANTED FOR ONE YEAR.

So built, it would stand without any glue or cement.

ANY WOOD DESIRED, BUT ROCK OR HICKORY ELM THE BEST.

Complete equipment of special machinery designed by our manager, who is an expert in wood working and bicycle manufacturing of many years' experience.

ANY STYLE AND SIZE MADE TO ORDER.

Rims for G. & J. and M. & W. Tires, 26, 28 and 30 in., kept in stock

Fine Workmanship and Finish. Write for prices and description to

The Indiana Novelty Mfg. Co.

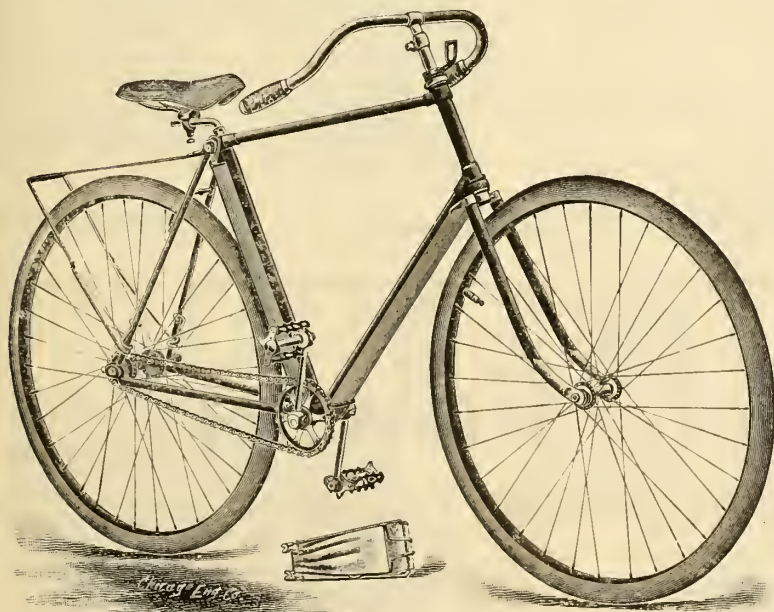
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PLYMOUTH, IND., U. S. A.

...GRISWOLD'S...

Folding Bicycle Mud Guard

Looks nice on the wheel. Made of the best material, and weighs less than 10 ounces.



MANUFACTURERS, it will pay you to adopt it.
DEALERS, it will pay you to carry it in stock.
RIDERS, it will pay you to use it. Ask your dealer for it.

Descriptive Circular, Terms, and Discounts furnished the Trade on application.

Mention
The Bearings

M. E. GRISWOLD, Washington Heights, Ill.

RIMS.

FORK SIDES.

TUBING.

FORGINGS AND SADDLES.

General Bicycle Supplies.

We carry a complete stock, and are prepared to fill orders promptly.

PARKHURST & WILKINSON,

148 to 164 E. Kinzie Street, - **CHICAGO.**

WESTERN AGENTS FOR

RICH & SAGER CO.

SWEETS MFG. CO.

MENTION THE BEARINGS

HEATH BALL VALVE PUMP

The most convenient and effective pump on the market; therefore

THE LEADER FOR 1894.

Size of barrel, 1 1/2 by 12 in.

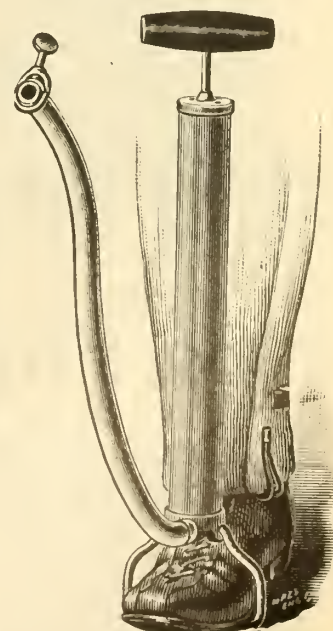
Powerful. Capable of raising a pressure of 100 pounds to the square inch.

Weight about two pounds. Easily carried on the wheel, if desired.

Universal Coupling (shown on the end of hose), by means of which connection can be easily and quickly made with any valve.

Hinged Stirrup, allowing barrel to oscillate with motion of the hand, and folding back against the barrel when carrying.

Finished in highly polished nickel plate.



Guaranteed not to break.

PRICE, \$2.00.

LIBERAL DISCOUNT TO THE TRADE.

SOLE MANUFACTURERS:

S. F. HEATH CYCLE CO., Minneapolis, Minn.

NOTICE—Our coupling is protected fully by patent granted Oct. 24, 1893. Several firms are infringing. A word to the wise is sufficient. We shall protect our rights.

Mention The Bearings

"Having handled your line of wheels to a considerable extent in 1893, and not having

one word of complaint

from any of our customers, induces us to place our order for fifty (50) of your 1894 Wynnewoods, to be delivered in such numbers (during the season) as we may state from week to week, until our order is filled. Trusting we may be able to duplicate our order,

Yours truly,
A. L. WITHERS CYCLE CO.
A. L. WITHERS, Pres."

Factories: Buffalo and Chicago.
Mention The Bearings.

This is a copy of a letter to us dated Paterson, N. J., Jan. 21, 1894, and it is the kind that makes us feel exceedingly happy.

We want good, hustling agents for

WYNNEWOOD WHEELS...

Everywhere. Good discounts. Send for catalogue.

A. M. SCHEFFEY & CO., 92 Reade Street, NEW YORK.

1894 Wheels at 1894 Prices.

Get our prices on bicycles before you close your contracts. *THE "SOUTHERN,"* \$1.25; St. Nicholas, full line; Featherstone, full line; Western Wheel Works, special line. We will make it to your interest to deal with us. Catalogue ready February 10th.

R. C. WHAYNE, Louisville, Ky.

Mention The Bearings

The Superiority of the Phoenix is Manifest

All agents desire to renew their contracts; proof of the satisfaction given by this wheel in former seasons. A test of its strength was exhibited in the six-day race in New York, it being the only bicycle that finished the race without a break of any kind.

We build them high grade in every particular.

Seven styles fitted with any tire and manufactured in any weight desired. 1894 catalogue now ready.

STOVER BICYCLE MFG. CO., Freeport, Ill.

Mention The Bearings

New England Agents

For the **Fowler**

THE BEST SELLING WHEEL ON EARTH. SEEING IS BELIEVING--DON'T BUY UNTIL YOU HAVE SEEN IT.

AGENTS WANTED IN EVERY CITY AND TOWN.

WE WILL CARRY INSTALLMENTS FOR RELIABLE AGENTS.

B. B. EMERY & CO.

40 Columbus Ave., BOSTON.

SEND FOR
KATALOG.

Mention The Bearings

THE BEARINGS
CYCLING AUTHORITY AMERICA

D. SNITJER, ST. LOUIS, MO.

BICYCLES SUNDRIES

SEND FOR TERRITORY AND DISCOUNTS.

D. SNITJER, ST. LOUIS, MO.

We are Western Agents for Eagles!
SOLE AGENTS FOR PULLMANS!

And handle a complete line of cheap and medium grade bicycles.

WRITE US FOR PRICES BEFORE YOU BUY FOR NEXT SEASON.

We can give you a complete line—all grades, and at the right prices.

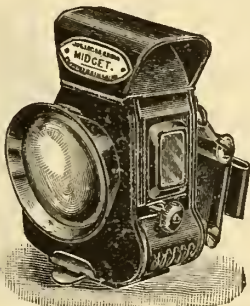
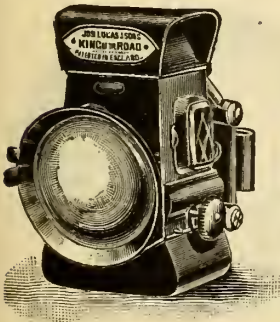
WOODROUGH & HANCHETT CO.,

MENTION THE BEARINGS

38 and 40 Lake Street, CHICAGO.

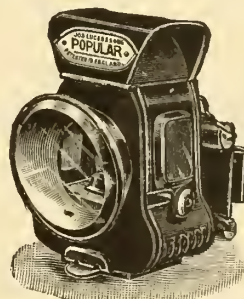
THE REPUTATION OF THESE LAMPS WILL BE SUSTAINED IN 1894.

THE NEW DEPARTURE BELL CO., SOLE REPRESENTATIVES IN THE UNITED STATES.



**Lucas
Improved
Lamps.**

Stand 56, Philadelphia Cycle Show.



FOR FULL INFORMATION
ADDRESS

JOHN H. GRAHAM & CO., General Agents, 113 Chambers St., New York.

MENTION THE BEARINGS

NICKEL PLATING

LACQUERS,
CYANIDE POTASH,
NICKEL SALTS.

ESTAB. 1820. INCOR. 1891.
THE HANSON & VAN WINKLE CO.
OFFICE
NEWARK,
NEW YORK.
AND WORKS
N.J., U.S.A.
CHICAGO.



TRIPOLI,
ROUGE,
BUFFS, & C.

OUTFITS

KEYSTONE TIRE

The Simplest Pneumatic Detachable Tire ever Invented.

Examine this tire before placing your '94 orders.

ERIE RUBBER CO., ERIE, PA., U. S. A.

Mention The Bearings

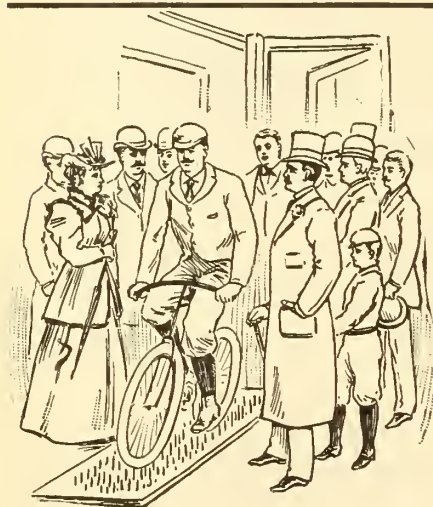


Illustration from N. Y. Recorder. Taken on the Spot.

WE CHALLENGE ANY MAKER IN THE WORLD

OF BICYCLES, PNEUMATIC TIRES, OR PROTECTION STRIPS

To follow us over 100 yards or a mile of barbed wire fencing, stapled to planks, at the Philadelphia Show, with a 175-lb. man in the saddle, unless their tires are protected with our armor. We were at the New York Cycle Show the whole week of January 8-13, and gave exhibitions daily, before at least 20,000 people, of our Punctureless Armor for Pneumatic Tires, and proved the proposition by riding over needle-pointed wire nails $1\frac{1}{2}$ to $2\frac{1}{4}$ inches long with a 175-lb. man in the saddle and not a single puncture. They weigh about 8 ounces per pair and can be fitted to any tire on the market by the purchaser. Price \$3.00 per pair, any size. Guaranteed punctureless in legitimate riding. Agents wanted. Circulars sent.

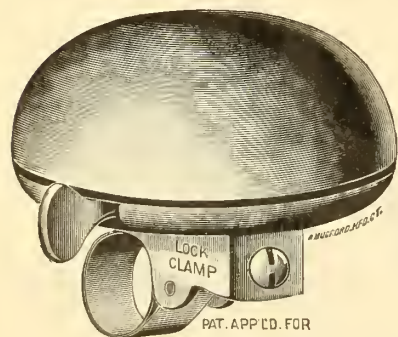
ADDRESS

PUNCTURELESS TIRE ARMOR CO., Hagerstown, Md

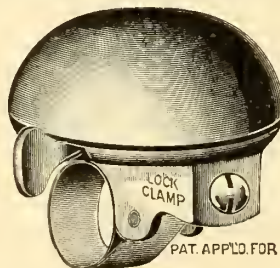
MENTION THE BEARINGS

New Departure "ROTARY" Alarm Bells.

IMPROVED STYLES FOR '94.



Stand 56,
Philadelphia
Cycle Show



Stand 56,
Philadelphia
Cycle Show.



For Circulars, etc., address

JOHN H. GRAHAM & CO., General Agts., 113 Chambers St., N. Y.

MENTION THE BEARINGS

There are Saddles and Saddles.

Butler & Ward's Saddles are Famous.

OUR LINE COMPRISES THE FOLLOWING:

Jersey Lily,
Perfection,

Unique,
Vigilant,

Eclipse,
Rambler,

Boss,
Cradle,

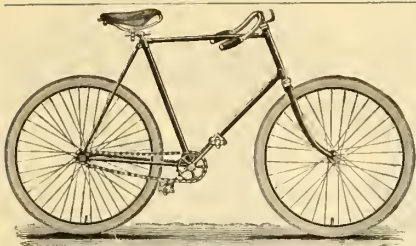
Volunteer,
Columbia.

Manufacturers, Jobbers, Agents---See us at Stand 92, Philadelphia Cycle Show.

BUTLER & WARD, Manufacturers, NEWARK, N. J.

Mention
The Bearings

THE BEARINGS
CYCLING AUTHORITY AMERICA



High Frame Sylph, 26½ pounds.

IF YOU LIVE

IN EITHER

Illinois, Iowa, Missouri, Kansas, Nebraska, Wyoming, Colorado, or Oklahoma

YOU SURELY WANT

THE EXCLUSIVE AGENCY FOR THE

1894 Western Wheel Works Cycles

THE MOST POPULAR AND SALABLE MEDIUM-PRICED SAFETIES THAT WILL BE OFFERED THIS SEASON; also our SYLPH AND OVERLAND lines in seven styles. We are the manufacturers of these and desire exclusive agents everywhere. Sylphs are highest possible grade and the handsomest machines on the market, while the high-grade Overlands offer extraordinary value at the prices. OUR EXCLUSIVE AGENCY includes every possible style of cycle necessary to any dealer's stock. Would you like to contract with us? If so, write quick. Catalogue now ready.

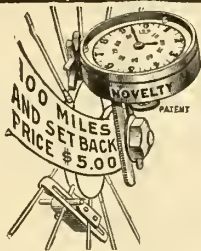
HEADQUARTERS FOR
Western Wheel Works Acme Line—Sundries.

ROUSE, HAZARD & CO., 142 G ST., PEORIA, ILL.

NOVELTY CYCLOMETER

Has our original device for setting back to zero; also our copyrighted record book with each.

ACCURACY GUARANTEED



RECORDING INSTRUMENT CO.

602 Chamber of Commerce.

BOSTON, MASS.

CYCLOMETERS

That will tell you exactly how far you have ridden, and will not get out of order easily. Write us.

Mention The Bearings



SHEDD'S CYCLOMETER

Most perfect instrument of the kind manufactured. Positive motion. Not springs or cams to get out of order.

ACCURATE - DURABLE - WARRANTED

BICYCLE FITTINGS.

We manufacture a large variety of shapes and dimensions of **PRESSED STEEL BALL BEARING CASES**, finished in any manner desired. We use only the best quality of steel and take special care in hardening and polishing our shells. We also make **DUST CAPS, PEDAL PLATES, T FERRULES** for handle-bars and frame connections; **STEEL, IRON, AND BRASS FERRULES, WASHERS, ETC.** First-class **NICKEL-PLATING** furnished, all work being coppered before plating. We solicit correspondence, and shall be pleased to furnish samples of anything we make, or estimates on any specialties in our line.

WORCESTER FERRULE & MANUFACTURING CO., 17 Hermon Street, Worcester, Mass.

THE SADDLE TOPS ON

HUNT SADDLES

Possess exclusive features which make these saddles

UNSURPASSED.

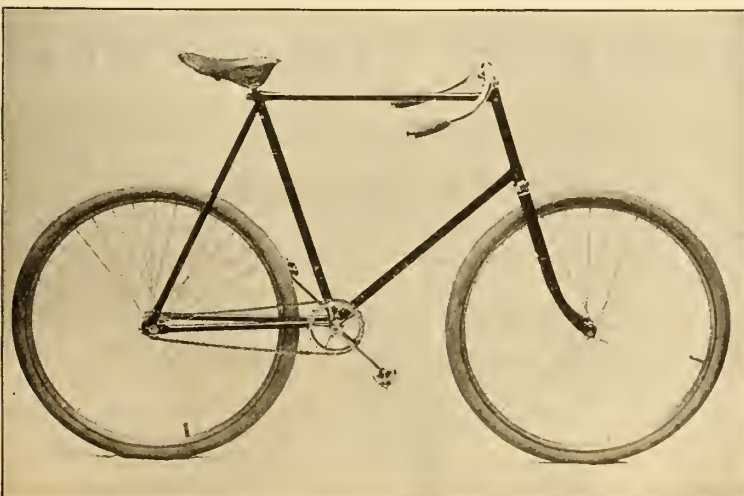
No other saddle makers have given so much attention to perfecting saddle leathers as the

HUNT MFG. CO.

R. B. McMullen & Co., U.S. Sales Agents,
Chicago, Ill., and Springfield, Mass.

John S. Leng's Son & Co.,
New York Depot.

MENTION THE BEARINGS.



FENTON WHEELS...

ARE

Unquestionably high grade.
Made of the finest materials.
Beautiful in design.
Light running.

HAVE

The Fenton Adjustable Handle-Bar.
Built-up Wood Rims.
Southard's Cranks.
Perry's Chains.

WILL

Challenge comparison.

Sell on their merits.

RELIABLE AGENTS WANTED.

CORRESPONDENCE WITH DEALERS SOLICITED.

Fenton Metallic Mfg. Co.

MENTION THE BEARINGS

JAMESTOWN, N. Y.

THE BEARINGS
CYCLING AUTHORITY AMERICA

STOP! STOP!!

Your Chain and Sprocket are Wearing Out

But you can STOP IT BY USING the

Cycle Specialty Co.'s Lubricator

THE BEST ON EARTH.

DOES NOT COLLECT DIRT NOR GUM.

Get it from your dealer or have a box sent postpaid for 25c.

SAVE YOUR WHEEL.

Liberal Discount to the trade.

CYCLE SPECIALTY CO., NILES, MICH.

Mention The Bearings

"O. K." CHAIN LUBRICANT.



This lubricant is free from oil; does not clog the chain; takes less dust than any other. The cleanest, cheapest, and most perfect chain lubricant on the market. Put up in three sizes.

Tubes, 15 and 25 cents; cans, \$1.00 per pint.

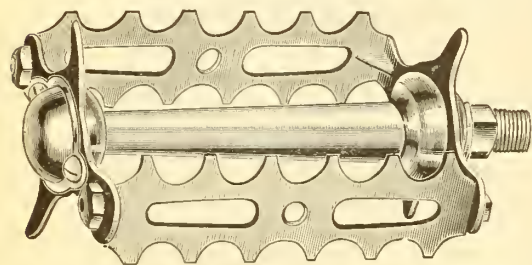
Prices right to jobbers and dealers.

F. C. AMES & CO., 335 Broadway, New York

Mention The Bearings

The NIAGARA PEDAL

Is now Manufactured ONLY by the



Niagara Cycle
Fittings Co.

SUCCESSORS TO

Niagara Machine Co.,
Buffalo, N. Y.

41,000 Pairs sold in 1893, and not a pair returned. Capacity for 1894,
500 Pairs per day.

Fight shy of imitations and so-called improvements and get the original.

MENTION THE BEARING

Banker's Hammock Supporter

CHEAPEST, LIGHTEST, MOST
COMFORTABLE, and
DURABLE.

Used by all the
Leading RACING MEN.

ZIMMERMAN,
DIRNBERGER, JOHNSON,
WINDLE, GEO. BANKER,
BLISS, CROOKS,
LINNEMAN,

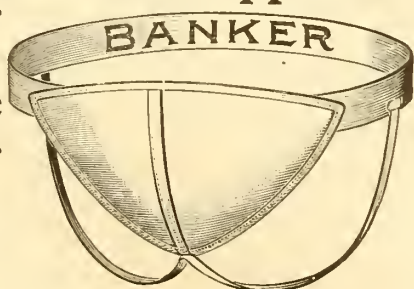
and a Host of others say it is the MOST COMFORTABLE garment they
ever wore. For sale by all cycle dealers and athletic stores. Sent by mail
on receipt of 75c. When ordering give WAIST MEASURE.

DISCOUNTS TO THE TRADE.

BANKER SUPPORTER Co.,

571 Main St., Buffalo, N. Y.

MENTION THE BEARINGS



MAKERS AND DEALERS! WE HAVE THEM AGAIN!

The LARGEST, BEST, NEATEST,
HANDSOMEST, etc.

Repair Outfit on Earth for the
salvation of all discouraged
tires:

The "Perfection"

Send 12 two-cent stamps for
sample and let us quote our
record-breaking prices.

100,000 and over Sold in Five Months.

Ferris-Wheeler Mfg. Co.

289 Wabash Ave., CHICAGO.



This is not a Toy or a Make-Believe Repair Outfit,
but the old, reliable "Perfection."
TWICE SIZE OF CUT.

BICYCLE SUNDRIES ONLY—Outfits, Goo-Goo-Oils. Graphite. Bicycle Suits. Tool Bags, etc.
Mention The Bearings.

DO YOU HANDLE

A PERFECT LIGHT.

...THE "RED STAR" SPECIALTIES?

Red Star Solid Illuminant

For Bicycle Lamps

Red Star Chain Lubricant

AND

Red Star Lubricating Oil

Are Perfect and what the rider wants.

TRADE ONLY SUPPLIED BY

RED STAR MFG. CO. 58 Front St. (P. O. Box 1092) New York

Mention The Bearings



COLD SWAGED SPOKES

You want the best. We have it. Write.

Dayton Swaging Machine

FOR TAPERING TUBES COLD.

It toughens the stock. It is the best, and you need the best.

WRITE.

The Excelsior Needle Company,

MENTION THE BEARINGS

—TORRINGTON, CONN.

OUT FOR THE STUFF!

Of course you are and we can help you get some of it. Drop us a line for our
practical and money-saving suggestions which will interest dealers making '94
contracts for high and medium grade cycles.

THE GLOBE

(24 and 19 Pounds),

The favorite mount of road and track men; records without number have been
broken on this wheel.

THE MASCOT,

Our cheaper wheel, is ridden by 'the butcher, the baker, the candlestick maker'
as well as those in higher walks of life.

AGENTS WANTED.

CUTS WILL APPEAR NEXT WEEK.

KEEP YOUR EYE OPEN.

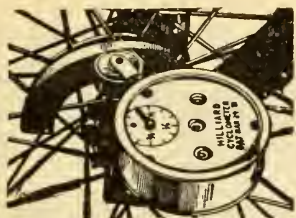
PENSEYERS & HABERER,

MENTION THE BEARINGS.

Clinton Cycle Works, BUFFALO, N. Y.

THE BEARINGS
CYCLING AUTHORITY AMERICA

Hilliard No. 1.



Registers 1,000 Miles and repeats.
PRICE, \$7.50

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD CYCLOMETER CO.,
1220 Filbert St., Philadelphia, Pa.

Gentlemen: It may interest you to know that the HILLIARD CYCLOMETER has been used, as a test of its wearing qualities, on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894.

Yours truly,
GORMULLY & JEFFERY MFG. CO.
John O. Blake, Manager.

CHICAGO, ILL., January 3d, 1894.

Liberal Discount to the Trade. Send for Circular.

HILLIARD CYCLOMETER CO. 1220 Filbert St., Philadelphia

Hilliard No. 2.



Registers 100 Miles. Can be set back to Zero.
PRICE, \$5.00

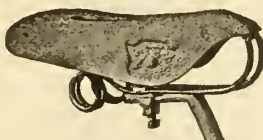
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P. & M. Light Roadster. Weight 27 oz. Price \$7.



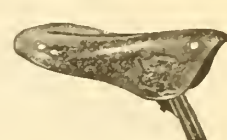
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THE MUELLERBICYCLE STAND

It is movable or stationary, and will support either front or back wheel.

It is adjustable, and can be used with any safety bicycle.

It is made of the best wrought iron, and weighs only 3½ pounds.

It supports the machine in such a manner that it does not scratch the enameling or plating.

Enameled Stand, each - \$1.00

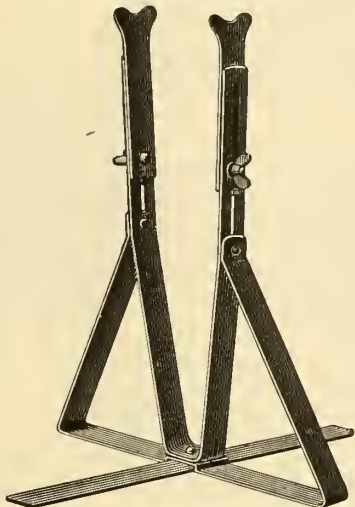
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Correspondence solicited from the trade, and will send electros on application.



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We make a specialty of Illustrating Bicycle Catalogs, etc.

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Write for Estimates.

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CABINET PHOTOS OF SEVERAL OTHER FAST RIDERS.

This List is increasing all the time.

We have, also, large and small Photos of English and Scotch Professionals.

Write us for prices....

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Main St., SPRINGFIELD, MASS.

"Best Pump We Have Examined"

Remark made by all dealers at the New York Cycle Show.



The non-return valve, *universal coupling*, *superior construction*, and *elegant finish* will tell.

Do you need a floor pump? Then get the best, i.e., the *Cyclone*.

HAY & WILLITS,

Traveling Men can sell them at a profit to themselves.

INDIANAPOLIS, IND.

STANDARD CAP CO., 156 Greene St., New York



New Patent Ventilated Bicycle Caps.

TESTIMONIAL.

THE STANDARD CAP CO.

PUTNAM HOUSE, New York, Jan. 13, 1894.

GENTLEMEN: I received the Patent Ventilated Cap all right, and thank you very much for same. I find the ventilator a great benefit when taking a long ride as it keeps the head very cool and free from perspiration. Please send me one in dark blue as soon as possible.

Yours truly,

ALBERT SCHOCK.

Champion Long Distance Cyclist of the World.

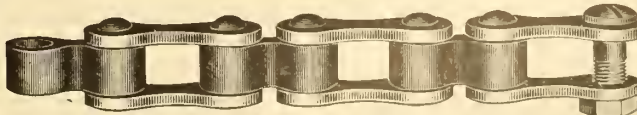
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Send for price lists. Trade only supplied.

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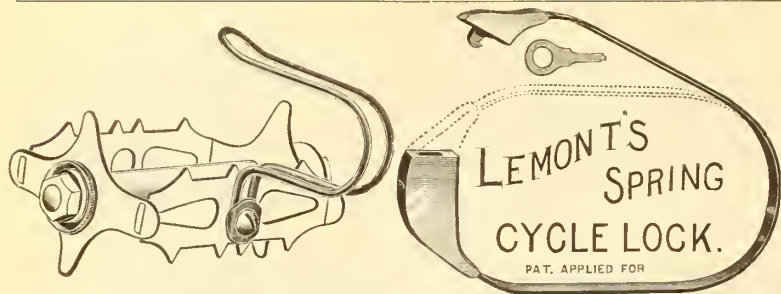
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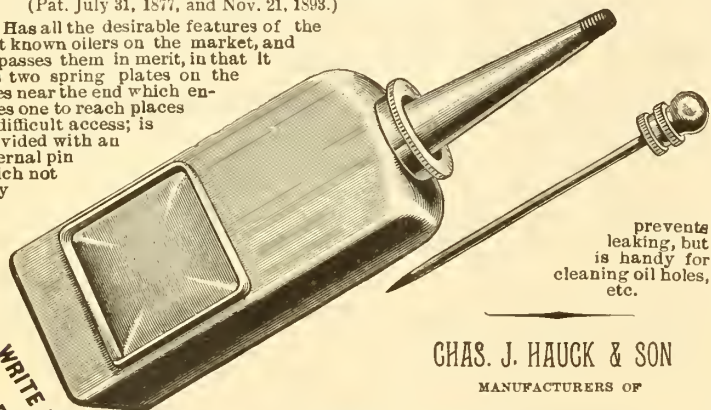
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THE PNEUMATIC PATENT OIL CAN.

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Has all the desirable features of the best known oilers on the market, and surpasses them in merit, in that it has two spring plates on the sides near the end which enables one to reach places of difficult access; is provided with an internal pin which not only



prevents leaking, but is handy for cleaning oil holes, etc.

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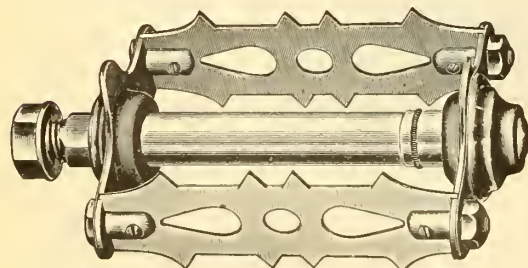
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AN ABSOLUTELY DUST PROOF BALL PEDAL.



\$7.00

The ends are cold pressed from the Best Steel, hardened and ground.

A liberal discount to the trade.

3 5-8 INCHES LONG.
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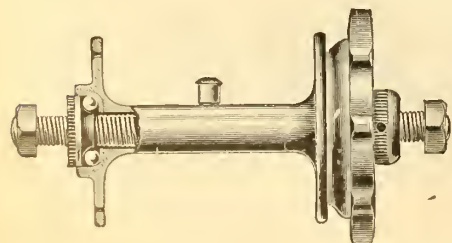
THE REED & CURTIS MACHINE SCREW CO.

WORCESTER, MASS.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that they can put into the same pedals as the rubbers are used in.

BEST BALL-BEARING HUBS.

Best Medium-Priced Hubs on the Market.

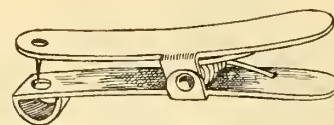


Write for our Prices to manufacturers and repairers.

I. A. WESTON & CO. Jamesville, N. Y.

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**SURE GRIP
TROUSER GUARD**



SOMETHING ENTIRELY NEW!

The only guard that holds trousers in perfect shape.
WILL NOT BIND. EASILY APPLIED.

Fits vest pocket. Hardly noticeable in riding, and will not injure finest cloth. Enameled and nicked.

Jobbing trade solicited. Electros supplied free.

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**THE LARGEST AND BEST IN THE WORLD.
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Are now prepared to make not only Round, but Square, Corrugated, Octagon, and Half-circle, with double re-entering angles. Riders of good bicycles give it the preference.

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EDWIN OLIVER, GEN'L EASTERN AGENT.

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If you haven't, and want to know all about a GOOD wheel, drop us a card. If you are an agent, or want to be, say so and we will quote prices.

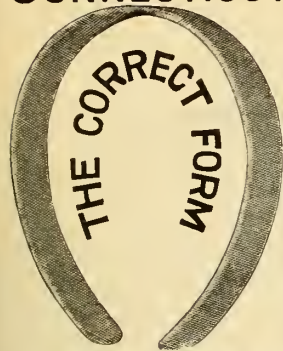
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CYCLING AUTHORITY AMERICA

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Made in three styles—blue, enameled, and covered with cloth.
Dealers will find it to their interest to get quotations before ordering elsewhere. Send for trade prices of these guards; also of the

UPRIGHT OIL-CAN AND HOLDER

combined. All kinds of model work done. Cycle sundries and hardware specialties made under contract.
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CLUB PINS
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3 WINTER ST.

BOSTON MASS.

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THE
PITTSBURG STAND.

(PATENTED)

Simple, Strong,
Portable,
Cheap, and Best.

For use in Sales Room,
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Price \$1.00 each

For sale by leading bicycle
dealers.

Liberal discount to the
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Manufactured by **WM. M. JUSTICE & CO.**

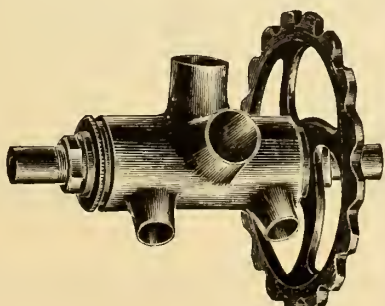
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PITTSBURG, PA.

...1894...

Illustrated Catalogue

OF
Frames,
Hubs,
Heads,
Brackets,
Pedals,
Rims,
Forgings,
Spokes,
Nipples,
AND
GENERAL
SUPPLIES
for Bicycles



is now ready, and will be mailed on request. It is the most complete catalogue of bicycle supplies published.

THE W. W. WHITTEN CYCLE MFG. CO.

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PROVIDENCE, R. I.

USE EAST INDIA

STICK GRAPHOLINE
FOR
BICYCLE CHAINS

THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
IN STICKS 3 IN LONG 25 CENTS BY MAIL.

PRINCE WELLS.
SOLE UNITED STATES AGENT.
632 FOURTH AVE. LOUISVILLE, KY.
FOR SALE BY ALL CYCLE DEALERS.

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DEALERS SAY

SCORCHER SHOES,
DETACHABLE CLEATS,
RACER SHOES,
& SCORCHER GRIP OR
TOURIST BAG,

"THEY'RE GREAT SELLERS"

DETACHABLE CLEAT CO.,
BOSTON - MASS.

CYCLISTS, OARSMEN, BALLPLAYERS,
and ATHLETES generally, use

ANTI-STIFF

To Strengthen the Muscles.



It has a particularly Warming, Comforting and Stimulating effect on all Weak or Stiff Muscles; quick in action; clean and pleasant in use.

For Sale by Druggists and Dealers in Sporting Goods.

E. FOUGERA & CO., Sole Agents,
28-30 N. William Street, N. Y.

MENTION THE BEARINGS

Liberal discount to the trade.

Do you ride a bicycle, drive a horse or carry a grip which you don't want to lose?

Then buy the
LYNCH
BICYCLE AND
TRAVELING
LOCK

YALE PRINCIPLE
Lock and Chain
FINELY NICKELED.
A few of its many uses: Fastens bicycles, secures Satchels to seats in cars or waiting rooms, hits horses, fastens robes in buggies or blankets on horse. also hest telescoping case, gun case, hat case lock, etc.

Price, \$1.

LYNCH MFG. CO. Madison, Wis
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**HOWARD
A. SMITH
& CO.,**

NEWARK, N. J.

MANUFACTURERS OF

Bicycle Sundries

Send Stamp for Encyclopedia of
Cyclists' Wants.

ACKNOWLEDGED HEADQUARTERS.

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The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. 50c. per pair, post paid, on receipt of price. Special prices to manufacturers and dealers.

THE R. W. MCCREADY CORK CO.,

43, 45, 47 Illinois St., CHICAGO.

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**PHIL. WINTER'S
Restaurant and Cake Bakery**

277-279 STATE ST., COR. VAN BUREN.

The noonday rendezvous of Chicago cyclists.

PAUL BRAUER, Propr. and Mangr.

SEND FOR SAMPLES
OF GOODS AND
NET CASH PRICES.

**WE ARE THE ONLY
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BICYCLE SUIT
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ALL BICYCLE DEALERS
SHOULD SELL OUR GOODS,
CYRUS W. BARR MFG CO - 289 Wabash Av. CHICAGO.



MENTION THE BEARING

Correcting a Mistake.

Do you know the difference between a Mistake and a Blunder?

When you lay down a good umbrella and take up a poor one, you make a mistake; but when you lay down a poor umbrella and take up a good one, you make a blunder.

So in bicycles. When you buy a poorer bicycle than you ought to ride, you make a mistake; when you buy anything but the best, you make a blunder. When you buy any bicycle without first seeing the '94 Warwick, you make a blundering mistake.

The best time to correct a blundering mistake is **before you make it**. Therefore get our catalogue. **Get it at once!** Don't leave the chair in which you are now sitting until you have written a postal asking for it.

When it arrives, live on it for fifteen minutes. Examine the table of contents for the new features of 1894—the new sectional wood rims, new patent adjustable handle-bars, new gear brake, new frame with bearings on the same level, new chain adjustment, etc., etc. Don't overlook the old Warwick virtue of construction, which has given these wheels the reputation of being "built on honor." This is a very important feature. So, too, are the Warwick dust-proof bearings, for they are the only ones in the world.

When the fifteen minutes are up, if you do not decide to purchase a Warwick, no harm has been done. But why speak of the impossible? If you study a Warwick catalogue carefully fifteen minutes, you will buy no other make.

SECURE THE CATALOGUE TO-DAY!

Warwick Cycle Mfg Co. Springfield, Mass.

MENTION THE BEARINGS

The LEAGUE CHAINLESS SAFETIES...

Embody the greatest improvements in the construction of Bicycles since the introduction of the Safety type.



NO CHAIN.

NO DIRT.

NO NOISE.

Ease of Running.

Simplicity of Action.

Durability of Parts.

The LEAGUE CHAINLESS SCORCHERS, weight 27 pounds - - - Price \$135.00

The LEAGUE embodies BEAUTY OF DESIGN and PERFECTION of WORKMANSHIP and FINISH.

CATALOGUES ON APPLICATION.

Mention The Bearings.

The LEAGUE CYCLE CO., HARTFORD, CONN.



This is one of Seven Models
which constitute

The Liberty

line for 1894.

OUR CATALOGUE WILL TELL YOU ALL ABOUT THEM.

We have some territory unoccupied,
and desire good representatives
to write for agency.

Wilson-Myers Company,

55 Liberty Street, NEW YORK.

MENTION THE BEARINGS.

“The Ladies, God Bless Them”



TITANIA, weight all on, 32 pounds.

Have been riding heavy crocks for many
years. Very little attention has been
paid to their wants by manufacturers of
cycles until we brought out the

Titania



This is a cut of the wonderful
machine.

Send for our Art Catalog and
learn more about it.

Ariel Cycle Mfg. Co., Goshen, Ind.

MENTION THE BEARINGS

The Nearest Approach...

to your grand ideal of what a bicycle should be has been pointed out by judges at the World's Fair. These experts had an ideal in their minds (thinking men always have) and they selected "KENWOOD" from among all makes as having more points of excellence than others—five specific points were named—points without which a wheel is not as good! Neither were the five made up by an award for a unique style of lantern, or any similar thing—Kenwood's honors are for bicycle-excellence only!

At the National Cycle Show to be held in Philadelphia, Jan. 29---Feb. 3, Kenwood will be "at home" in Space 45. If you are at the Show, call and see us there.

Agencies and territory throughout wheeldom are rapidly being placed. Write us.

KENWOOD MANUFACTURING CO.

253-255 S. Canal Street, CHICAGO.

Kenwood Agency in New York City:
VON LEUGERKE & DETMOLD, 8 Murray St.
Kenwood Agency in Milwaukee:
JOHN MEUNIER GUN CO., 272 S. Water St.

THIS WHEEL

is a Stearns Special...

First of all it weighs only 21½ lbs. As a safe mount for careful riders on either road or track it is incomparable. It is the practical result of a year's experiment and a year's tests. Send for an advance circular.



E. C. STEARNS & CO., SYRACUSE, N. Y.

THE BEARINGS

Vol IX
No 2

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, FEB. 9, 1894.

WALTHAM'S NEW SURFACE.

Mr. Bradstreet Outlines This Year's Campaign—He Will Have the Fastest Track in the World.

Mr. Bradstreet, owner of the Waltham track near Boston, has decided to make that famous course even more famous, and with that object in view has contracted for a new surface. The new track will cost \$20,000. The track of last year was a success, but did not come up to the owner's wishes. It took a long time to get into shape, and when in shape was by no means a record breaker. Many tournaments were held on it, and the crowds attracted proved conclusively that a good fast track would be a paying investment. For some time Mr. Bradstreet has been investigating different surfacing materials, and has decided on a metallic substance which will make as smooth and fast a surface as any in the world. The new surface will be laid on the top of the present track; the straights will be perfectly level; the turns, which are just right, will remain the same—banked about six feet. The home stretch will be forty feet wide and the back stretch about thirty. The new surface is composed of white sand, cement, and pulverized stone mixed with a mineral material which makes a surface as hard as iron, and yet not without life. When wet the track is as ridable as when dry; in fact it will be wetted down before each meet. The surface is the same as the sidewalks, which are said to be so much better than stone, which they are made to imitate. It will take a small fortune to lay the surface, and when Mr. Bradstreet was asked just how much, he refused to answer.

"They will think I am crazy and I would rather not give the figures to the press," he said, "although the crazier they think I am I suppose, the better the track will be advertised. I will tell you this much, however, and that is that the cement in the track will alone cost me over \$5,000, and the workmanship as much more. Of course when this track is once laid it will relieve me of the expense of keeping the track in shape, which with the surface of last year cost me no less than \$2,000. This would represent the interest on a considerable investment independent of inconvenience. I want the best track in the world and that I will have, if the cost is ever so much more. It will be laid at least five inches thick and will be laid inch by inch and troweled as smooth as glass. When laid it will be cut into blocks and will in this way be free from any possible chance of contracting and heaving. The under surface will be covered with a surface of cinders to keep the cold from affecting the track. The original track was laid on a kind of a bog which is springy and the cinders will add life to the track."

Mr. Bradstreet, as he talked, had the look of a thorough enthusiast in his subject and that he will carry out his intention of having the fastest track in the world seems certain. The gentleman has plenty of money and a lucrative business. He will give tournaments every month and he will offer prizes that will attract all the fast men. He has a novel scheme for getting speed out of the racing men. He will give a list of the prizes in the races. These prizes will be nominal, with the proviso that for every second under a certain figure \$5 will be added to the value. Paid pacemakers will be put in the races and these will receive prizes on the same plan. Unpaced records will be encouraged and valuable prizes will be given. No paced records will be run for. He has also in mind a twenty-four hour race similar to the Cuca Cocoa Cup race of England.

Hustling Coloradoans.

Colorado Springs will make a strong bid for the Colorado division meet this year. It supports a club with a membership of sixty and has a large number of advantages of which the Coloradoans should hasten to take advantage. Cycling is very popular there and the wheelmen have a fine half-mile track and guarantee plenty of hotel accommodations. Last fall a firm sent sixty wheels there to be auctioned off, notwithstanding the fact that there were three live dealers in the town, and so great was the demand for the wheels that the entire lot was sold in one day and there were cries for more.

A Columbus, Ohio, paper has introduced the bicycle into its advertising department. When a customer has an advertisement, he notifies the paper by telephone and a boy on a bicycle is sent after the "copy."

THEY FAVOR DENVER.

Wisconsin Delegates will Cast their Vote for the Western Meet—Later Milwaukee News.

MILWAUKEE, WIS., Feb. 5.—The meeting of the officers of the Wisconsin division, L. A. W., was held at the Republican House last Wednesday night and was well attended. In the absence of Chief Consul A. Cressy Morrison and Vice-Consul H. M. Baldwin, ex-Chief Consul Simonds was asked to preside over the meeting. Eau Claire and Ripon were the only candidates for the state meet. Ripon was unanimously chosen as the place for holding it. The resolution of I. F. Strauss to make all clubs League clubs three-fourths of whose members belong to the L. A. W., was referred to the clubs, which will vote on the subject. The delegates to the National Assembly of the L. A. W. were instructed to vote against the proposition to make the office of the president a salaried one. The Wisconsin division will be represented by A. Cressy Morrison, W. L. Simonds, H. M. Baldwin, and Martin C. Rotier. The delegates will favor holding the '94 meet at Denver. The Wisconsin representatives are undecided as to the negro question.

The board of control of the Ripon Cycling Club will shortly issue a circular inviting the different cycle clubs in the state to join in forming a spring and summer racing circuit. Such cities as Fond du Lac, Oshkosh, Stevens Point, Wausau, Marinette, Eau Claire, La Crosse, Green Bay, and Appleton will be asked to join. Irwin F. Strauss, secretary of the Ripon Club, is at the head of the plan, and he is confident that it can be brought to a successful issue. Mr. Strauss thinks that there are many fast riders who are kept in the background for lack of track experience. A circuit would bring out these riders and help the sport.

Chief Consul Morrison, who has been at Antwerp in the interest of a brewing company, has returned and is enthusiastic over the plans for the exposition at Antwerp.

The Milwaukee Wheelmen gave an informal reception at Recreation Hall last night. Many wheelmen attended, and the affair was most enjoyable.

A committee will be appointed by the North Side Club next week to make arrangements for securing a suitable clubhouse. At present the club is quartered at the corner of Third and Lloyd streets, where only meetings are held. It is proposed to get a permanent home.

Henry Kanaska, the local cash prize rider, says that he will ask to be reinstated in the L. A. W. if the cash prize league is not revived. He will then ride in Class B. Kanaska says that all cash prize riders will come back to the L. A. W. if their league goes up.

It is now very doubtful if an Associated Cycling Club will be formed. Two reports have been submitted—majority and minority reports. The former report provides that all races be held under the auspices of the association. The minority report favors that the association only sanction club races. The Milwaukee Wheelmen and the Bay View Wheelmen favor the minority report, while the North Side and Mercury Clubs favor the majority reports. At a meeting next week the fate of the association will probably be decided. In the meantime the wrangle goes merrily on.

California Against Class B.

SAN FRANCISCO, CAL., Jan. 31.—Last Saturday night a meeting of the officers of the California division was held at the Palace Hotel. L. W. Ripley, the chief consul, presided. The main object of the meeting was to instruct delegates how to vote at the National Assembly. A number of speeches were made condemning the proposed reclassification of wheelmen. It was argued that the forming of Classes A and B was suicidal to honest bicycle racing. It was resolved that the North California delegates vote for the maintenance of the present rules and regulations.

The Reliance Wheelmen's Club, of Oakland, is booming, new members being constantly added to the membership roll.

The fast men are training for the twenty-five-mile road race to take place February 22. This race is an annual event and is the commencement of the season in this vicinity.

A Los Angeles wheelman was held up by a footpad last week and robbed of \$12. The robber did not want the machine.

LONDON COUNTY CLUB "AGIN" IT.

Hillier Announces that Professionals Will not be Admitted into the Club—Englishmen Discussing the New Rules.

LONDON, Jan. 27.—The dinner of the London County Club at the Hotel Metropole last Saturday was indeed a huge success. As I described the luxurious appointments of the salon last year, I need only refer this time to the programme which followed the dinner. Dr. E. B. Turner was in the chair, supported by George Lacy Hillier and a number of vice-presidents and notable guests. The hundred or more persons present included a representative selection of county and other racing men, press men, lights of the cycling trade, and invitees from clubs of note like the Stanley, Surrey, etc. The brothers Peacock, F. G. Dray, E. W. Palin, Maj. E. Grant Burls, and D. Basan were also present. The programme was in the form of a tastefully bound booklet containing the names of guests, prize winners, artistes, and the club fixtures for 1894. Turner's oratory and the speeches generally were of a high order. In the course of his reply to the club toast, Hillier announced that the London County would not encourage the new professionalism—a declaration which was received with dead silence. The great feature of the evening was the presentation to Shorland, Bidlake, Wridgway, and others of the splendid awards won by them in the Cuca 24-hour and the Anchor Shield 12-hour races. Immense enthusiasm prevailed and the riders mentioned were triumphantly chaired around the room, headed by a procession of candle bearers. Altogether it was a great evening and proved, if proof were needed, that the London County continues to rank as the most flourishing and important among English racing clubs.

At Mowbray House on Wednesday the lady cyclists held a well attended meeting to hear a paper by Miss Booth-Scott, of the Health and Artistic Dress Union, upon the objects of that body. Miss Scott dealt fully with the subject of dress, having the temerity to attack the tubular clothing worn by business men—i. e., the stovepipe hat, trousers, etc.—and afterward describing the essential features of ideal clothing. Special attention was given to ladies' dress for cycling. Miss Scott condemns the skirt and all flowing garments for wear on the wheel. Simple knickerbockers and a tunic, she considers, will form the ideal athletic costume for women who are not "ashamed of the limbs God has given them." These meetings are attracting much attention among lady riders, and I shall expect to hear a good deal more of the Mowbray House Cycling Association when the season opens.

N. C. U. Should Control Professionalism.

Last night, at the Stanley Clubhouse, a discussion was held on the question, "Should the National Cyclists' Union Control Professionalism?" Among those who were present and spoke were F. T. Bidlake, who filled the chair; A. F. Ilsley, who opened the debate in the affirmative; F. J. Glynn, who has helped to draft the Union rules relating to cash prize and professional racing; Dr. Heywood Smith and C. F. Williams, of the Society of Cyclists; Chester Fox, W. Ward, J. E. Dixon, Amateur Athletic Association, and C. W. Hartung. A. F. Ilsley, who is a practical racing man on both path and road, reviewed the sorry story of the old professionalism, and cited the present condition of several sports, other than cycling, some of which were controlled by a strong legislative body and some uncontrolled. The latter he showed were corrupt and degraded—e.g., professional pedestrianism and professional sculling. Football and swimming both flourished under efficient control. The professional union, he thought, would prove a failure and he cited examples of the decay of similar bodies in the States and Australia to support his opinion. He thought a licensing scheme for professionals, worked by the Union, would meet the needs of the situation, but objected to the proposed distinction between cash prize and professional riders. He believed there was much hope for the new professionalism and suggested how meetings might be promoted. F. J. Glynn made an exhaustive speech in favor of the new system of cash prizes, which he thought should be accepted by the amateur clubs as a means of putting an end to the long prevailing humbug of sham amateurism, and promoting the best interests of the sport. W. Ward thought that professional clubs would have to be formed for the cash prize riders, as no line could be drawn between them and pure professionals. The professional clubs would be represented on the Union. Chester Fox and J. E. Dixon also thought the cash prize riders and amateurs could never be expected to mix in the same club. F. T. Bidlake had no sympathy with the cash prize system. Men who couldn't afford to race should leave it alone, as a poor man left alone yachting and similar pursuits involving heavy outlay. The North Road Club had decided to exclude cash prize racers from its ranks. He thought road racing—the illegitimate branch of the sport—would continue pure and unaffected by the new professionalism. Professionalism, he thought, should be encouraged, but must be kept quite apart from amateurism. The meeting passed resolutions approving of the control of professionalism by the Union and urging that body to arrange for an annual championship meeting between the best men of the two classes, viz., amateur and professional. Altogether the debate was of an important and instructive character.

Jack Dring has relinquished the post of secretary to the Stanley show and joined the Preston-Davies Tire Co. as general manager.

The society of cyclists has just issued a vigorous programme, about which I shall speak in my next letter.

Harry J. Swindley has gone over to Paris again, on this occasion to time the Linton-Dubois match, which takes place to-morrow (Sunday).

The Walthamstow track, three laps to the mile, surfaced *a la* Herne

Hill by the Peacocks, will form the scene of a great cycling boom in Essex next summer.

The Surrey B. C. will include a cash prize or professional event in their spring meeting at the Oval next April.

The Catford Club have decided to allow cash prize racers to remain members and to admit others. The Jarrow and Northumberland County clubs will probably follow this example very shortly. I have heard of no others, however, although the Polytechnic may take this course. There has been some little talk in certain quarters of a professional association for road racing, but nothing has been done. The Road Records Association has decided to adjudicate on professional road records.

C. W. HARTUNG.

Clevelanders Busy Electioneering.

CLEVELAND, OHIO, Feb. 5.—Politics in the Cleveland Wheel Club are at a white heat and the election this week will be the hardest-fought battle in the history of the club. There are two factions, the "old heads" and the "youngsters," and the latter seem, at the present writing, to have a large majority of the floating proxies, and to be able to turn the election as they choose. However, the opposition has been in a like situation before and does not say much, excepting that "you can't tell until the votes are counted." The hottest fight will be upon the head of the ticket, the "youngsters" favoring B. J. Hamm for president and the opposition working for Geo. L. Ralston. Both are good men. H. A. Likly has withdrawn altogether from the presidential race and is centering his efforts upon the office of first vice-president and with good chances of success. E. R. Lane will give him the hardest fight. Likly is also a "youngsters'" candidate. For captain the "youngsters" favor W. K. Myers, and he himself is said to be carrying forty proxies in his pocket.

A novelty in the club run line was introduced by Capt. Lindmuller, of the C. W. C., last Sunday. Cards were sent out for a club walk, destination not divulged. Thirty-five of the boys assembled at the appointed time and after each was decorated with a knot of club colors they marched to the West Side and called upon the Lakeside Club. The visit was much enjoyed and the experiment voted a success and will no doubt be repeated.

The Lakeside Club will issue a souvenir shortly in the shape of a hand-book which will contain a complete history of the club, pictures of the rooms in the old quarters and the new, and also those of all the officers the club has ever known. Everything, from the literary work to the printing, binding, and illustrations, will be of the highest order.

W. A. Bramley, a dark horse in the C. W. C. pool tournament, came out on top of the heap at the finish and captured the handsome silk umbrella. E. W. McClusky, the "sure winner," had to be satisfied with second place.

Birmingham's Secret Society.

BIRMINGHAM, ALA., Feb. 5.—Some of the leading spirits of the Birmingham Cycle Club, inspired by the suggestion contained in the Christmas BEARINGS, have organized a secret society inside the club, primarily for the amusement and entertainment of the members, and incidentally as a means of increasing the revenues of the club and promoting interest in cycling. The ritual and ceremonies of the order are the offspring of the fertile imagination of Pres. M. T. Stradford, assisted by a few of the other officers of the club; and the affair is pronounced by those who have been initiated into its mysteries as the best burlesque on a lodge ever produced.

The society is a farce pure and simple, with no business object or excuse for existence except as above stated. It is called "The Illustrious Order of Princes of the Bicycle Realm," and the officers have the following imposing titles: Illustrious Master of the Race Course, Grand Clerk of the Course and Recorder of Laps, Grand Inspector of Costume and Machine, Pace-maker, Timekeeper, and Keeper of the Run Book. Regular "meets" are held once a week, at which time novices are advanced to the degree of Princes of the Bicycle Realm. The initiation ceremony is in some places very solemn and impressive, but other parts are so excruciatingly funny that the sudden change from the sublime to the ridiculous causes the princes to laugh until their sides ache and tears stream down their cheeks.

It is proposed to add other degrees from time to time, to keep up interest in the order. We will be glad to introduce visiting wheelmen into the mysteries of the order, and are anticipating much sport initiating novices during our proposed spring race meet. ONE OF THE PRINCES.

Preparing for the Kentucky Meet.

OWENSBORO, KY., Feb. 2.—If any doubt had existed as to the wisdom of the choice of a place for the next Kentucky division meet, it would have been dissipated by the result of the last meeting of the Owensboro Wheel Club. The announcement that committees would be appointed to manage the meet brought out a full attendance and the deepest interest was manifested by all present. Seven committees were selected. W. R. Stout resigned the office of vice-president and B. B. Clarke was selected to fill the vacancy. Mr. Stout remains with the club, but has no desire for official honors. Mr. Clarke has a reputation as a worker and a better choice could hardly have been made. The success of several race meets in the past was due in a great measure to his efforts and the coming division meet will only supply a wider field for the exercise of his capabilities. The present officers of the club are R. L. Corley, president; B. B. Clarke, vice-president; T. C. Walden, secretary-treasurer; James Keeley, captain.

VICTORY FOR THE WHEELMEN.

The Massachusetts Legislature Agrees to Modify that Objectionable Ordinance—Perkins is Unpledged.

BOSTON, MASS., Feb. 3.—Well, that bill has come up for committee hearing, and Senator Durand, who introduced it, must have a pretty clear idea of the common sense and vigorous arguing qualities of the wheelmen of Massachusetts if he was present at the hearing.

As was told in last week's issue, the bill provides that in towns of 1,000 inhabitants the bell or whistle must be sounded at least six times for every foot passenger, vehicle, or street crossing. And the funny provision that makes all the wheelmen smile—about wheeling at the rate of three miles an hour in the part of a street occupied by a civic, military, or funeral procession—was smartly rapped by the speakers. It is hinted about town that not even the slow brigade of the Massachusetts Bicycle Club could go as slowly as that without falling off their wheels. Chief Consul George A. Perkins led the opposition to the bill, and made the remark that it was absurd on the face of it. City Solicitor Peavey, of Cambridge, which city is much interested in the subject of restrictive bicycle ordinances, said that all that was desired was a bill which would protect the public, and as there was no ill feeling in the matter, any change that would make the bill more perfect from all sides, would be gladly made.

Mr. Perkins spoke on the old line of argument which he has used so successfully everywhere, and said that a lantern was a source of danger, not a protection against danger. He said that it was also a source of great inconvenience to the carrier, and that its uncertain gyrating light made it very confusing to any approaching vehicle. The committee asked Mr. Perkins to draft a bill which should be fair to the public and the wheelmen, and this Mr. Perkins consented to do. This bill the committee will undoubtedly accept, so that in the very near future the wheelmen may look forward

There is a powerful amount of hustling being done in this town to secure the national meet. The executive committee of the A. C. C. met the other night and inaugurated some movements that will surely bear fruit. One is the securing of a monster petition, signed by every member of the League in New England, and which will be presented to the National Assembly as the sentiment of at least one-third of the entire membership of the League at large. It is thought that the assembly will not dare to refuse such a demand, and that the delegates from Massachusetts will bring home the plum of the national meet for 1894. There will be no danger of any failure to give enough entertainment and plenty of it—in fact all that money can procure. A goodly sum has already been secured for entertainment, and the names are coming for the petition in goodly numbers.

A story has been going the rounds of the press this week, with a Worcester date line, which states that Willie Windle is going off the track for good, and that he has already given up racing permanently. He has decided to study designing, according to the story, and will enter the Massachusetts Institute of Technology. Then the despatch goes on to state that he has joined the Second Advent church of that city, and that this step has had great influence on his decision. If I am not very much mistaken Mr. Windle has been a consistent member of this church for some time. I know that more than once when on the racing circuit with him, I have seen him sit down to the table with a crowd of noisy, jolly, unthinking fellows, and for a brief moment cover his eyes with his hand while he said silent grace. And no one ever accused Willie Windle of being a milk-sop because he did that either. I have heard a dozen men say they had a deal of respect for Windle's adherence to his religious teachings. And it was the same character that won for him the hardest races, and gave him the mile records. It was a determination to do the best there was in him, and never mind the consequences.

There has been considerable talk to the effect that Mr. Perkins, to



A CASE OF MISTAKEN IDENTITY.

to a bill which will allow riding at a rate of speed of about ten miles, except where road races are to be held, and here they will be allowed special permission to ride faster. Every one will have to carry a bell and keep off the sidewalk. Such an ordinance would be eminently satisfactory and very just, and would have the great advantage of being uniform throughout the state. At present there are so many town and city ordinances, each different from all the others, that a rider who goes from one city or town to another has to carry a manual to find out "where he is at." Careless riding by careless and irresponsible riders has made such a bill a necessity and brought discredit on the sport. They should be punished, and such a bill carries with it the necessary punishment for such selfish indulgence in scorching.

The city of Boston at almost the same time has been having a struggle of its own over the same points. A petition to regulate the speed about Chestnut Hill reservoir to ten miles an hour came up and was passed with no opposition at all. This is a very wise move, and one that has been needed for a long, long time. It is a shame to spoil this pleasant riding ground by making it a place of scorching. It has been the custom in years past to make its paths a course for speed tests, and this not only annoyed the riders who wished to ride slowly, but it was absolutely dangerous to them and to the hundreds of teams that make this point a rendezvous. The lantern clause was strongly talked against by G. A. Perkins and E. W. McGlennen, and the committee took the matter under advisement.

One of the most unique entertainments that a bicycle club ever held was participated in the other night by members of the Massachusetts Club and their friends at Pope's rink on Columbus avenue. There were at least seventy-five persons present, and the name of the event was a riding party. The first event was a slow race in heats. The winner of the final heat was Bertram Perkins. Then they had French polo, in which game a rubber ball is thrown against the wall and the rider is expected to bat it before it reaches the ground. In this game Arnold, Perkins, and Prior finished even.

secure the second vice-presidency on the Luscomb ticket, pledged the Massachusetts delegation to vote for Asbury Park without their knowledge. The result has been that there has been some discontent engendered among the delegates, who think that they ought not to go to the assembly as puppets merely. They want to be a bit independent and have a mind of their own. A BEARINGS man saw Mr. Perkins and asked him if he had done any such thing. Mr. Perkins denied flatly that he pledged Massachusetts for Asbury Park or any other place, and says he is absolutely unpledged. He says he is in honor bound to support the A. C. C., of Boston, in their attempt to get the national meet, as is every Massachusetts delegate.

A Bicycle Club's Cycle Show.

The Minnette Club will hold a cycle show at its clubhouse, corner Monroe street and Campbell avenue, during the week ending February 24. All of the big makers have promised to exhibit, and the Minnette Club expect to meet with great success. Capt. F. D. McGuire has charge of the exhibit. The idea of a show of this nature is not a new one in Chicago. The defunct Cook County Wheelmen held one in 1892, having a number of the leading wheels on exhibition for a week.

Harry Wheeler was beaten in a fifty kilometer tandem race at Paris last Saturday by the Farman brothers. Warwick, the Englishman, was Harry's mate. The two had no pacemakers and were delayed twice by accidents.

Charles Dorntge is anxious to secure a racing team for the coming season, as he will not race, and with his experience on the path thinks he would be able to take charge of and run a team with credit.

E. A. McDuffee, who is now wintering at Richmond, Va., is preparing to go for road records.

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GEO. K. BARRETT, EDITOR.

SPRINGFIELD'S JEALOUSY.

This is the season of the year when the wheelmen are supposed to forget all about racing and records, and devote all of their time to society. But there are a few who are not content to do this, and all because a few western men did not break records on their track. These discontented ones hail from Springfield, Mass., where one of the finest tracks in the world is located. As far as the memory of man goes back Springfield has held all the most important records. It was not until the last year or so that any escaped. Johnson started the ball rolling by breaking records at Independence, Iowa, in 1892, and but few would believe his times because they were not made at Springfield. On account of this fact some of Springfield's wheelmen have never had any love for Johnson, and have done everything in their power to cast suspicion on his records. It will be remembered that the Dumbleton canard started in this particular city, and came near ruining Johnson's reputation.

Because wideawake westerners have discovered other tracks just as suitable for record breaking as Springfield, the adherents of the famous track show their jealousy by spreading all sorts of stories about the Minneapolis. A monthly published in the eastern city now states that Johnson would not race at the big meet last year because he was afraid, and invented an imaginary toothache to escape punishment. Then the editor pitches into horse-paced records and lashes himself into a fury to think that any racing man should take such an advantage over his fellows as to call upon quadrupeds to pace him. Bliss, Dirnberger, and Johnson are made out to be notoriety-seeking men, and are called upon to meet Zimmerman, Sanger, Tyler, and Windle—the *real* champions—and show their inferiority. We suppose that our esteemed contemporary has forgotten that Johnson has met every one of the quartette mentioned, and has beaten each and every one of them.

We are not writing this to defend Johnson and the others. We think that Springfield should not display so much jealousy, and we advise our eastern friends to tote fair and allow other cities and tracks to have at least a few reflections of the record-breaking glory.

EXIT WILLIE WINDLE.

It is with genuine regret that we learn that Willie Windle has ridden his last race. The little blonde has endeared himself to the thousands and thousands of wheelmen in this country and it will seem like losing an old friend not to see the sturdy Milbury lad, with his shock of flaxen hair, come out in response to the summons of the clerk-of-the-course. He has been racing so long that a big race meet without Willie Windle's name on the programme will resemble a Christmas dinner without the plum pudding. For seven years he has been before the public as a racing man and record breaker, and he it was who brought the mile record to this country and has kept it here ever since.

It can not be denied that the crushing defeat administered at Peoria by Zimmerman while Windle was in the zenith of his fame has not had its effect upon the Milbury lad. But where can you find a champion in any sport who will not become faint-hearted when a new comer snatches away his laurels? But the defeat did not take away Windle's riding abilities, for several times has he showed his old-time form and given his great foe all he could attend to. Zimmerman has not had a rival—with the possible exception of Sanger—whom he feared more than he did Windle. It was the little record breaker who won the most hotly contested race at the international meet, defeating Zim in the last hundred yards by a goodly margin; it was the same man who, at Springfield, made the champion ride as he never rode before to win those famous half-mile opens.

Willie Windle, here's to you! May you have success in your chosen calling! The path never knew a finer rider.

STRAY SHOTS.

Street Paving in America.

It is only in American cities having a population of more than 10,000 that less than one-third of the total length of streets has been paved in any manner, says the *Century*. If the construction of new pavements on the remaining 24,838 miles of streets in such cities proceeds as rapidly as now seems probable, the expenditures for this work in the next ten years will aggregate upward of \$1,000,000,000. It is doubtful if more than 60 per cent. of the streets of these cities would then be well paved.

From a well-paved street abutting real estate derives an increased value, hardly ever less and often many times more than the cost apportioned to it. It is, therefore, right that abutting property should, as it does in most American cities, bear the cost of the construction of a pavement which becomes at once a substantial improvement, having a salable value, on which the property owner alone can realize. The benefits are shared to some extent by adjacent property which may not abut on the street, but it is doubtful if a fair and practical apportionment of the cost could be carried beyond the border line, though the justice of this restriction is almost intolerably strained when one paved street is compelled to bear the travel that would pass over others if put in equally good condition.

All calculations of the economies and profits of paved streets fail to encompass the sum of gain from them, because there is much involved that is intangible in character. The benefits of better sanitary conditions, with consequent productiveness resulting from good health, the saving of expenses for medicines and the professional services of physicians, and prolonging in some cases of lives that might succumb to the deleterious influences inherent in bad streets—all are incalculable; nor can be estimated the far-reaching effects of the retarded development of a city due to failure to provide good streets.

The common mistake of regarding the cost of a street pavement as a merely luxurious expense, rather than as a profitable improvement, has, more than anything else, deterred the work of putting the roadways of our American cities and towns in proper condition, and, it should be added, has hindered progress and prosperity immeasurably. It has also had a mischievous influence, when coupled with false ideas of economy, in causing mere cheapness in cost to become with a deplorably large number of people the main consideration when they find that paving can not longer be deferred. A record of the failures that it has inevitably led to since the beginning of the experiments in roadmaking would tell about all of the history of paving that is worth knowing.

Johnson Out with a Challenge.

We do not like to believe it, but when the New York *Sun* says a thing it is generally true. According to this famous publication John Sprocket Johnson is out with a challenge to race any amateur cyclist in the world from a quarter up to five miles, for a suitable prize. Johnny says he will race Zimmerman in New Jersey or New York, Sanger at Springfield, Dirnberger at Buffalo, or Bliss at Chicago. This proposition has a smack of professionalism about it and is not a bit like Johnson's usual talk. It is too bad that one of the most modest riders on the path today should descend to such tactics to gain a little notoriety, and for Johnson's sake we hope that he has been misquoted.

Fancy That!

It was announced through the daily press last week that Willie Windle would positively not race this year, as he wants to study designing; and that all his spare time would be taken up with that study. Willie will attend the Boston Institute of Technology. The laughable part of the despatch was that "during the seven years that Windle has been racing he has won over \$10,000 worth of prizes in the shape of diamonds, pianos, bicycles, silverware, and other valuables, *all of which may be seen at his home in West Milbury.*" If this is true, Windle ought to be put under a glass case and labeled, "A real amateur."

Jack Prince's Records.

We are glad to learn how fast the redoubtable Jack Prince really can ride. Why, the southerners must think he is a second Zimmerman! We are advised by a Jacksonville, Fla., paper that Jack has ridden a standing half in :59, a mile in 2:07, five miles in 12:25, and ten miles in 26:10. Where did you make these remarkable times, Jack?

THE PROPER AGE TO RIDE.

What is the proper age to ride bicycles? That is certainly a complex question which is often asked. Cycling is the sport of all ages, from the baby who sits on the seat that his fond father attaches to the front of his machine, to the grandfather who takes an airing propelled by his son or a servant. A little girl from three and a-half to four years of age has been seen upon the stage performing feats upon the bicycle and unicycle that would make the cycling kings turn pale, says a French contemporary.

However, it is not claimed that four years is the proper age to begin cycling. Eight years, for healthy children, seems about right, although the exercise should be under the supervision of the parents. A run of a mile or two at a moderate gait is favorable for the development of the subject. At twelve years the child has grown; he is stronger and can make an excursion of fifteen miles for the round trip. A machine of good make should be used. Too often low-priced machines, which do not run easily, are put into the hands of children, and therefore are totally inadequate for moderate exercise. We have known a cyclist who, with his two children, aged twelve and fourteen, made too long journeys, although the children were seemingly less fatigued than the father. At sixteen, the age of all the illusions, the young cyclist should be watched closely. It is the age when the ardor of his temperament makes him feel capable of anything; it is generally the age when all the organs develop rapidly, and severe exercise may be dangerous. Runs at average speed and even rapidly may be made for short distances; but no long-distance races.

A few cases can be cited where cyclists have commenced to race when very young, but they are exceptions. Many, at the beginning, seem to have extraordinary powers, but it only lasts one season, and they feel the effects of premature training all the rest of their lives. At twenty-one the young man can undertake long-distance races, varying from one hour to sixty miles. He need not be restricted to this distance if the training follows a rational progression, as is practiced in some countries. Unfortunately it is without any preparation that they take part in severe tests, and it takes some months to recover from their exhausting effects. From twenty to twenty-five years the cyclist making tours can, without any inconvenience, make journeys at distances varying between sixty and seventy-five miles per day. At twenty-five years the man should be completely formed, but he should know when to stop if he is tired. Cycling, like everything else, should not be carried to excess.

Between thirty and thirty-five seems to be the culminating point for speed, but there are some living exceptions to this; it seems to be the age for the greatest endurance. Allard, in France, and Mills, in England, are notable examples. At forty-five years cycling should be practiced with moderation or the cyclist will subject himself to serious troubles. There are cyclists sixty, seventy-five, and even ninety years old. One day Louis XIV., speaking to his physician on a subject that had nothing to do with cycling, said, "Is it not about time for me to go slowly?" "Yes," replied the doctor, "and I advise you to stop entirely." A cyclist need not be so radical as the doctor, and need not give up cycling entirely at any age until perhaps after sixty. The coming of old age is the return to youth, and the old should observe the principles set down for the young.

Some time since it was announced that William Ham, a young English lad, aged six, rode from Croydon to Brighton, forty-five miles, in 8:09:00. Louis Bontemps, a young Frenchman, aged five years and three months, took only 7:40:00 to run between Compiègne and Paris, a distance of sixty-six miles. Still better, Mlle. Rose Fourgeron, of Nice, at the age of twenty-two months, ran three-quarters of a mile every day on a tricycle, and at five and a-half years established a road record of thirty-one miles for infants, in 3:42:06. At twenty years these poor beings, victims of guilty parents, will be broken in health and entirely unfitted for the duties of life.

THE OTHER SIDE.

THE BEARINGS is always ready to give both sides of a story and although it is against the admission of the negro to the L. A. W., yet it is willing to give the colored man a chance to air his views in its columns. The following interesting letter from a colored cyclist of Indianapolis gives a side of the question that has not been touched on before:

EDITOR THE BEARINGS: I am a cyclist; further, I am a negro. I have hesitated a long time, but now think it high time for some one of my color to say a few words in regard to the great (?) question which is causing so much controversy between the different sections of the L. A. W.

It may be because I am illiterate that I have heard or read nothing from the negro, but to my knowledge there has been no argument between any of them and the politicians, who are using them as part of their "stock in trade," to further their interests as great leaders or party bosses. However strong their argument may seem, I for one can only think that it's not the "coon" they want, neither is it their dollar—but their big black vote is the coveted prize.

There is not a member of the League that desires me or any of my colored friends for a club mate, or to be one of my brothers in any fraternity, and every good sound negro who has horse sense enough to ride one of these grand machines knows that as well as I. We are gaining in number every year, and unless this great League looks to its affairs and leaves politics alone to a greater extent, the near future will see a colored man's organization in the field that will bring about a heap more in the way of the good cause than the L. A. W. ever has.

I have ridden a wheel perhaps longer than many of your members and have always found plenty of enjoyment without an L. A. W. pin or a *Bi. World*, and have never had any more desire to become one of its members than I would to have a white man join our little church, instead of the one across the street, which is for whites only. Give us your good will and let us think of our own troubles. If our vote is worth so much, it will be given freely to any good cause, and it can grow much faster if cultivated by our own party.

Negros who wish to mix with white men are not so plentiful as you think. This great United States government has elevated us, given us education and strength to

act for ourselves—for which we are very grateful—but we are still a race as different from others as God first made us.

As cyclists we are still young, but as pleasure seekers we are old. Sociability is at least one half of a negro's life and we know that we can not derive a portion of our existence in the social circles of the white race. We want nothing from south, north, east, or west but that which we are entitled to, and that is certainly not membership to any white man's league of wheelmen.

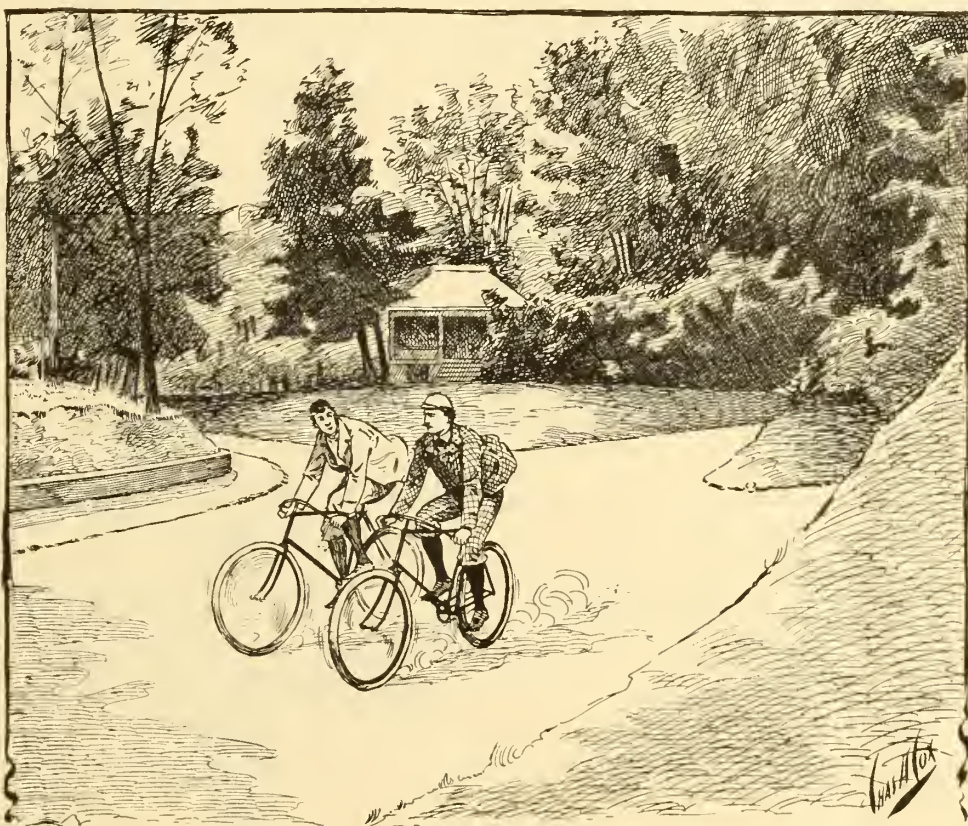
I trust that you will find space in your valuable paper for this letter, that it may be an opening shot in the way of "putting up," instead of "down," the "son of Ham," as he grows interested in cycling. Hoping to hear from the colored cyclists as a body in the near future, I still remain a true lover of what is right for both, yes for all, classes.

Yours truly,

MAJOR TAYLOR (colored cyclist).

INDIANAPOLIS, IND., Jan 30.

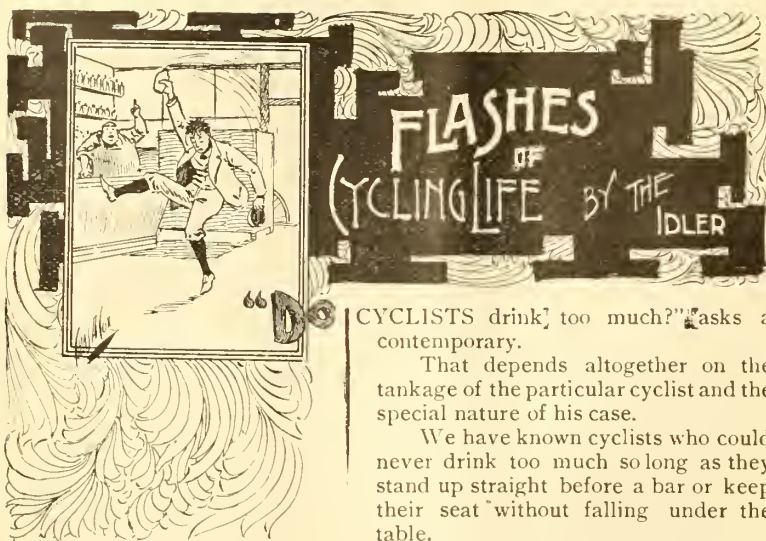
They were talking of the possibilities of the riders of the day, unpaced, and all were willing to back their individual opinions for a dinner. These are the figures at which the record will stand, without pacing, according to the prognosticators: "Pop" Foell, Buffalo, 2:02; Charles Dorntge, 2:05; Charlie Culver, 1:57; Spooner, 2:00. This dinner will be served at the next cycle show, and will be at the expense of the man the farthest away from the figures then standing.



MR. S. M. ARTY.—"Say, old man, you want to keep your eyes open."

MR. S. TUPID.—"Why; what for?"

MR. S. M. ARTY.—"To see, of course!"



“Do CYCLISTS drink too much?” asks a contemporary.

That depends altogether on the tankage of the particular cyclist and the special nature of his case.

We have known cyclists who could never drink too much so long as they stand up straight before a bar or keep their seat without falling under the table.

In this connection we have known cyclists who could drink as long as there was any money in sight and be fresh as daisies in the morning.

Of course we have met cyclists who didn't know when they had enough and consequently fell down, remaining exactly where they fell, with the most stoical disregard for appearances, until the hurry wagon came along and removed them on a charge of obstructing the streets. Such cyclists as these are known to the fraternity as hogs; i. e., they never know when they have enough.

Some writers have spoken of cyclists who stop drinking when they are compelled to have their liquor carried to their mouths by hired help. On the other hand there are cases on record in which the price of beer per barrel has gone up in a town where a League meeting or a show was being held, but these are rare.

On the whole we are inclined to the opinion that our contemporary's question is too vague to be properly answered. It was Socrates, I think, who said: “Define your terms and discussion ceases.” If our contemporary will explain just what he means by the words “too much,” we will do our best to throw such elucidation on the matter as our lights will permit.

The Ideal Club Man.

I would like to meet a club man who is not always:

Puffing up his particular club at the expense of all the other clubs in town;

Telling me that the wheel I ride is not half as good as the one he has seen fit to buy and that I will never be right in the push until I have a mount just like he has;

Turning up his nose at people who do not believe in the theory that the only way to get any pleasure out of a cycle is to scorch early and late until one is afflicted with kyphosis bicyclistarum or something worse;

Announcing in public places the peculiar kind of asininity he is troubled with, by describing in hideous detail and loud voice the particulars of the last hard-times smoker;

Insisting on telling me, willy nilly, how he ran seventeen miles to the hour on the latest run and left all the other fellows to come in and find him up to his eyes at dinner;

Describing in full the annual road race four months after that inordinately uninteresting event has passed into history;

Telling at second hand, and invariably spoiling, the new jokes cracked by the club joker, especially when he has totally and entirely misapprehended the point thereof;

Trying to sing to me the latest bicycle song he has heard without a clear recollection of the words and with no recollection at all of the music;

Affecting an intimate knowledge of Zimmerman and of the plans which Brother-in-law McDermott has in his head for next season's campaign of the champion;

Retailing the incidents of a ride he chanced to take with Francis Wilson four years ago, and

Committing a number of nuisances and offenses against which there is no law in the statute books but certainly ought to be.

Had no Time to Fool.

Jiggs (the newsboy): Come on, Chim, and let's shoot craps.

Speedy Jim (the bootblack): G'wan, Kid, an' don't bodder me.

Jiggs: Aw, wat's de matter wid yer? Come on and shoot.

Jim: I tell yer, Kid, not to bodder me. I ain't going ter shoot craps 'cos I'm savin' up me money.

Jiggs: What fer?

Jim: What fer? What fer? Why ter back meself agin' Zimmerman in de mile next summer. Fer what d'yer tink?"

"The Idler's" Warning.

To my northern friends who intend to go to the Louisville convention next month prepared to vote against the admission of the colored brother to the League, I have a few words to say as a warning:

I have it on the very best of authority that there is a darkey waiter in one of the hotels of Colonel Watts' bailiwick, the pride of whose heart lies in

three large, competent, and healthy razors. One of these he carries under his coat just back of his neck; the other two repose peacefully in his shoes. I would advise my northern friends to insist on a secret ballot when it comes to a vote on the negro question. I have always found it best never to disturb a colored brother's razor when it isn't looking for trouble. Quietly folded up in his shoe it is a harmless and beautiful exemplar of the art of cutlery making. Aroused from its sleep, its sheen is more dangerous than the glitter in the eye of a hungry tiger.

A friend in Louisville writes me that this colored cyclist is a bad man when he spits white, and that lately the color of his saliva is of a purity so unsullied and snowy that he would as soon think of playing catch with his own head as of differing from the colored waiter's opinion in anything, from spelling a, b, backward to the parallax of the sun.

Verb. sap. sat.

Was Another Matter, Entirely.

"Tommy, come here, you young wretch," said Smith to his hopeful twelve-year-old son. "Come here, Tommy, and take your jacket off, for I'm going to whale you within an inch of your life," and Smith reached for his stick.

TOMMY (sidling up slowly): Boo-oo! I ain't done nothin', I ain't.

SMITH: You haven't? Didn't I catch you fighting with that Jones boy next door and haven't I expressly forbidden you to fight with the boys on the street?

TOMMY: Yes, but you ought to have heard what he said. He said—

SMITH: I don't care what he said. I told you not to let me catch you fighting with the boys in this neighborhood and I'm going to whale you within an inch of your life. So come off with your jacket.

"Say, pa!" exclaimed Tommy, evidently struck with a new idea and putting on a bold face. "I don't care nothin' for myself, I don't, but I pounded his face 'cause he said that his pa scorched the eye out of my pa on the last century run and that my pa had to take a train to get home. That's why I pounded him."

Smith's hold on the cane relaxed and he eyed his son scrutinizingly.

"Did he say that?"

"Honest, he did. Cross my heart."

Smith put down the cane and grew very red in the face. But his manner toward Tommy perceptibly softened.



"Well," he declared, "that Jones boy is an impudent, barefaced young pup and you should never go near him. He's a young scoundrel, he is, and for two cents I'd—"

"An' he said, too," interrupted Tommy, his confidence growing every instant, "he said that my pa thought he was a great rider but that all he was fit for was to ride round the parks with girls and wear ribbons on his handle-bars, he did."

"He did, eh?" cried Smith. "Tommy, here's a quarter for you to buy candy with. And Tommy, you can keep the change. Run away now, Tommy, and be a good boy—and Tommy, the next time you see that pup of a Jones boy you tell him that his dog of a father is a flat-headed, straight calved, slanting toothed, big-mouthed, triple-plated, three-cornered, double-breasted liar! That's what you'll do, Tommy; do you hear?"

And Smith turned into his evening paper with blood, blight, and fire in both eyes.

Is Looking for Trouble.

The English N. C. U. is evidently not satisfied with the trouble it has had over the amateur question. It is looking for more trouble, and has, not unnaturally, taken to the professionals to get it. In this country the L. A. W. has had its hands full trying to do something with its amateurs. The attempt thus far seems to be a failure. A like attempt has been a failure in England also. Now the N. C. U. has taken upon itself to regulate the professionals. This, at best, is piling Pelion on Ossa.

Columbia Progress

We believe that we are the only bicycle makers in the world who have inaugurated a thoroughly equipped scientific chemical and testing department, similar to that in use by the United States government; in which, beginning with an analysis of the raw material entering into the construction of our wheels, we continue with a careful and thorough test of every part, and we are now fully satisfied that every bicycle leaving our factory is as nearly perfect in construction as human power can make it in the present state of the art. This department has been established at an enormous expense, and in these days of light wheels its importance will be recognized and its effect appreciated by Columbia riders, who always expect the best, and get it.

"The Pope Mfg. Co. has added another department to its business. It is a brand new departure in the field of cycle making, and so distinctly novel that not one person in ten thousand would be able to name it in a hundred guesses—nothing less than a laboratory for the testing of every lot of metal, of whatever nature, purchased or about to be purchased by the concern. Samples of the raw material are sent to this department, and by chemical process there reduced to a fluid and critically analyzed. If this analysis shows the metal to be deficient in carbon or any other necessary component, as gauged by the Columbia standard, the stuff is at once rejected. Most rubber and tire makers have their chemistry, but this is the first time that such a departure has been instituted in the cycle trade. It is, as Artemus Ward might say, 'getting it down pooty fine.'"—*The Wheel*, Jan. 19.

Pope Mfg. Co.

Boston New York
Chicago Hartford

Mention The Bearings

Hickory
TRADE MARK

Hickory
TRADE MARK

EVERYBODY PRAISES THE "HICKORY."

Each mail brings letters complimenting us on our new models. We aimed to produce a line of machines second to none and have been successful.

Special features in the "HICKORY" not to be found in any other machine. Some of our improvements are the new method of fitting spokes, new detachable rear sprocket, new style mud-guards, new method of attaching and detaching guard and brake, etc. Send for catalogue, which tells the whole story.

HICKORY WHEEL CO.

SO. FRAMINGHAM, MASS.

Mention The Bearings

Send for terms to agents.

Hickory
TRADE MARK

Hickory
TRADE MARK

The Hartford Safeties

FOR 1894

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

The Hartford Cycle Co.

HARTFORD, CONN.

MENTION THE BEARINGS

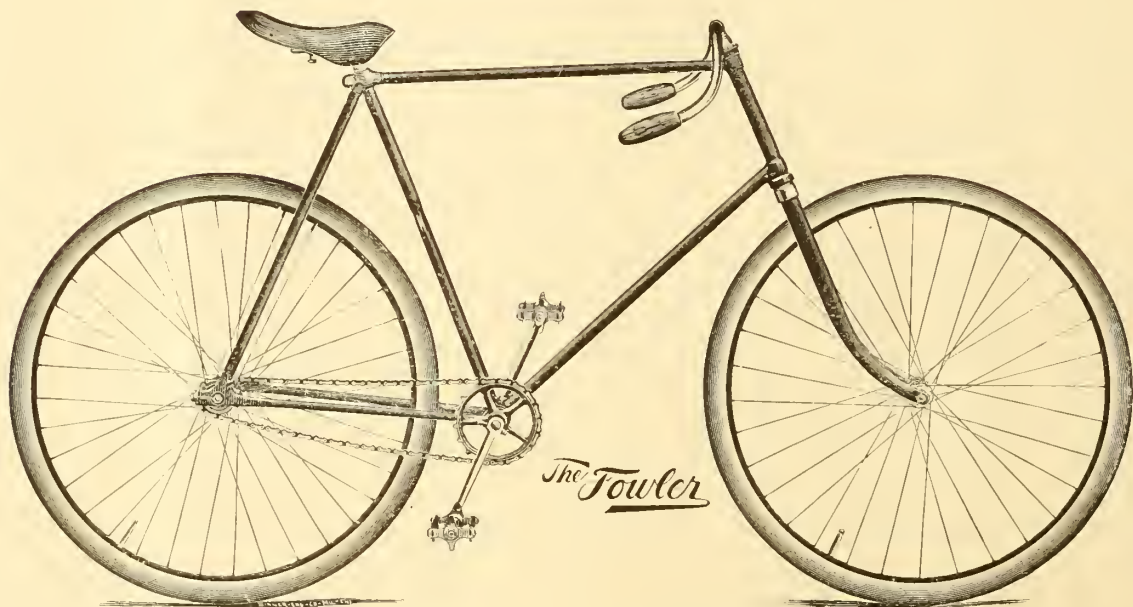
Did You Understand Our Last Week's Ad?

It was about our 25 Pound

Fowler Road Wheel

Whose guarantee is unrestricted by any
"IFS," "ANDS," or "BUTS."

Hasn't
it a
Goish
Look?



If you desire,
we can
fit with
high
Handle-Bars,
Brake,
Rubber Pedals,
and
Spring Saddle.

MODEL 25.

WEIGHT 25 LBS.

To get one of these
Wheels

You don't have to be a *light*
You don't have to be a *careful*
You don't have to be an *expert*
You don't have to be an *experienced*

Rider....

They are for any rider, any weight, any height.

All Fowlers are guaranteed from "the tires up."

'94 WHEELS READY FOR IMMEDIATE DELIVERY.
GOOD AGENTS WANTED. WRITE US.

LOOK OUT!!
For our usual
Surprise.
It's coming
shortly!

Hill Cycle Mfg. Co.

142=148 W. Washington St., CHICAGO.

MENTION THE BEARINGS



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE SHOW IS OVER.

A Large Retail Trade was Done—What Some of the Exhibitors Say—Gossip Picked up in the Aisles.

PHILADELPHIA, PA., Feb. 6.—The Philadelphia show is passed and it has been far more of a success than the founders had probably thought it would be. The manufacturers, as a rule, were well pleased and all united in saying so with a right good will. Many went to the sleepy old town with the set idea that they were throwing away money; but when a little business



was done they were satisfied. The first three days many were complaining, but toward the end of the week business picked up so wonderfully that the entire show took on a different aspect. The business was more of a local nature than that of New York. By local, in this instance, is meant within the state of Pennsylvania and the surrounding states. This is partly accounted for by the fact that the dealers from afar off came to the New York show believing, as did the dealers and manufacturers themselves, that it would be the better show of the two. They were right as regards the number and importance of exhibits but wrong as regarded any local business done, the New York people coming to be seen and the Philadelphia people to see, and in many cases to buy. There are more riders in Philadelphia than in any other city of the same size in the world and they all turned out to see the new wheels and make selections. When making this selection, is it then a wonder that a large number were induced to buy on the spot. The dealers complained that the Philadelphia people were terribly inquisitive and that the hardest work was the incessant answering of questions. The air in the Madison Square Garden was very clear and wholesome, while that at the late show was made very impure by the thousands who packed the building every night. This made the exhibitors anything but bright and energetic and no doubt resulted in a very material decrease of business.

A visit was paid to a number of the exhibitors just as they were closing up for good and in the hurry and bustle the opinions of a few of them were gained. Opinions on the location for a show next season were varied and many did not care to make answer to the question. There were those who favored Philadelphia for another year and more that favored New York. Some favored two shows, one in Chicago and the other in the east; for the latter New York seeming to have the preference. From hastily formed conclusions, THE BEARINGS' representative is of the opinion that two shows, one at New York and the other at Chicago, would about suit the majority. Mr. Gormully favors one show and that at Buffalo, and Mr. Lozier is said to favor a show at Pittsburg. It was the latter, in all probability, who was responsible for the report that was widely spread by *Cycle Guide* that Pittsburg was the place selected for the next show. This paper said that the trade organization had selected the place for the show and that Pittsburg

was that place. This apparently is untrue, for the trade generally opposed any show at that point and none were in favor of it. Again it was universally admitted that Chicago should have a show whether there were two shows in the east or no. It was generally admitted that the western trade did not get to the eastern shows. Some of the opinions given were recorded as follows:

George Webb, Parkhurst & Wilkinson: "We had only the Webb tire on exhibition, and I have run around pretty extensively. Everybody has admired the tire, and I have taken a number of orders. And (humorously) I would have convinced Gus Tubeman I had a good thing if he had been a thing of reality. What he said of my tire was the only poor word I received."

Rob Harris, Harris Mfg. Co.: "We have done a little business and are satisfied. We will, I am sure, be very successful with the wrench, which seems to have caught on."

H. D. LeCato, Pennsylvania Bicycle Co.: "We have been more successful than we had thought possible. We sold enough wheels in the first two days to clear expenses, and the last days have been all velvet, and lots of it, too. I speak for my entire line of a half-dozen when I say this, for all have caught on wonderfully."

R. A. Green, Overman Wheel Co.: "We have done a good business and we will feel the good of this exhibit in our local agency."

Hilliard Cyclometer Co.: "We have nothing to complain of and would exhibit here a week or more if we could do as well as we have this week."

William Atwell, Wm. Read & Sons: "Yes, we are satisfied, more than satisfied, for we have sold a large number of wheels; you would not believe me if I told you how many. I will favor Philadelphia for another show."

C. J. Iven, Rich & Sager: "The fore part of the week we did not think that there would be any business here, but we are now satisfied. Late in the week we sold a lot of goods, and we are sure that the show has been a benefit, as it has resulted in a great deal of good for our local agents."

New York Belting & Packing Co.: "Elegant; the business done is beyond our expectations. We have done a great deal of local business which we had not expected when we came."

W. C. Marion, Indiana Bicycle Co.: "The visit has been of some good to us, and we are satisfied and will come again."

Mr. Wall, Singer Cycle Mfg. Co.: "We did a satisfactory business, and did a large business in sundries. We are satisfied."

William Herrick, Morgan & Wright: "The week's business has been but little. I have been sick all the week and have not been able to get out as I should have done."

A. M. Scheffey & Co.: "We have done a good business, and you can say that we are pleased with the show and would come again."

Hickory Wheel Co.: "Very well, and we can not complain."

L. W. Conkling, St. L. R. & W. G. Co.: "We have done better than we expected, and the business transacted has required my attention to such an extent that I have been obliged to stay over a couple of days when I should be at home, where the business is coming in at a splendid rate."

L. M. Wainwright, Central Cycle Mfg. Co.: "Less than New York, but then we made no spread here as the Norman Wheel Co. are our agents in this vicinity."

L. J. Barsuglia, E. K. Tryon & Co.: "Fairly well, and not the slightest chance to kick."



Frank White, New York Tire Co.: "We have done a nice business, and are satisfied."

Frank Riggs, E. C. Stearns & Co.: "Fair business with our agents and a good business locally. It will be a big boom for the local men."

W. H. Wilhelm, Reading Cycle Co.: "All right; we are very well satisfied, and would continue the exhibit next week if the others would."

Pope Mfg. Co.: "Good, but nothing in comparison with what we did in New York."

Harry Lozier, Jr., H. A. Lozier & Co.: "Better, far better, than we expected, but less than at the previous show."

E. Werner, Werner Cycle Depot: "We are agents for a number of wheels which are shown on the floor, and we are cognizant of the fact that the show is going to do us a great deal of good. The line we have here is the Smalleys, and we have done a nice business."

F. W. Heustis, Heustis Tire Co.: "We have sold to nearly everybody on the floor, and are satisfied we have done as well as any."

C. G. Jones, Kenwood Mfg. Co.: "We have done a good business and have closed several contracts."

W. H. Killen, Ames & Frost: "We have done fairly well and will not complain. It was not what we had expected, as the big trade was absent."



S. H. Ellis, Buffalo Wheel Co.: "We did not expect to do a large business, and in this respect we were not disappointed. Our local agents will reap the benefits. We did little downright business."

W. J. Grub, president Light Cycle Co.: "We still believe in Philadelphia, and for the last few days have done a good business."

John Palmer, Palmer Tire Co.: "We have done well for this week and we are satisfied. It was reported that we did a business aggregating \$130,000 at New York. You may say that we have doubled that amount as the result of the two shows. The factory is crowded to its utmost, and we are increasing its capacity every day."

Geo. Ziegler, Relay Mfg. Co.: "Fair; the show has paid us."

Charlie Measure, Union Cycle Mfg. Co.: "The business has been very good, and father has been required to stay here all the week to look after the trade."

D. R. Harvey, Lovell Arms Co.: "Fair; we have done a fair business; a little, that is all."

C. W. Dickerson, Sterling Cycle Works: "We have a few deals to close as a result of the show. We have a hundred who say they will buy."

A. Kennedy Child, Curtis-Child Mfg. Co.: "We have done very, very, very good, and we want you to say so. We are getting along fine."

A. G. Spalding & Bros.: "We have succeeded beyond our expectations and are perfectly satisfied."

Frank Dampman, Globe Steam Heating Co., Rouse, Hazard & Co.'s exhibit: "We have done business of the first order and have disposed of twice as many wheels as we thought we would."

Providence Tire Co.: "We have done missionary work, but have not done nearly as well as we did at New York."

Buffalo Tricycle Co.: "This was a local show."

R. P. GORMULLY ON THE SHOW.

PHILADELPHIA, PA., Feb. 4.—"This has been a very satisfactory exhibition for us," said Mr. Gormully on Saturday night, and then he smiled a smile of supreme contentment. "We have sold an awful lot of goods, and when I tell you that we have taken orders since the week opened for no less than 125 machines at retail, and all for cash, you can understand just what kind of a business we have done. We have sold a carload or more of tires, and we have sold wheels to people whom we had never expected to have handle our lines. Our tires have been sold to opposition trade that we had heard had bought elsewhere. We have spent a lot of money on this exhibit, and the money was all well spent. This has been a

trade exhibition for us in every sense of the word. It may not have been for some. What do they say around the building about the trade done during the week?"

Mr. Gormully was told that a number of the exhibitors had expressed themselves as very much dissatisfied with the week's doings, and he smiled again in his confident way, and replied, "We have sold more goods than we thought possible at any exhibition of the kind, and have opened up a great and unknown territory. Our tires have been ordered by a lot of people, and you may not think it possible, but a large proportion of them are exhibitors in this building. I believe thirty-three exhibiting manufacturers have our tires on one or more of the wheels shown."

Mr. Gormully was asked if he did not think he should have been at the New York show.

"No! We were as well represented at New York as any and we sold at our own private exhibition as many wheels as we should have sold at the show had we been there. I have been told that the New York show was not, strictly speaking, a trade exposition and that the people came to be seen and not particularly to see. Our large retail trade at this show will illustrate the difference between the crowds of the two places. We are not sorry we were not at the New York show, but if that is the only show another season, I can not of course say what our action on the matter will be."

"Where do you think the show should be held next season?"

"Buffalo is my selection, as it is the most central point in this country for the western and eastern trade and can be reached from nearly all desirable points in a night's ride."

"I did not come here to sell to the trade myself, but to post our agents in the high class of trade which they will be expected to handle. I also came here according to the promise which I made to the Associated Cycling Clubs of Philadelphia to make a show and a good one, on which they built up the present fine exhibition. I think in this respect I have kept my promise," and the great manufacturer glanced proudly around the magnificent exhibit under the eaves of which he was then standing, surrounded by an immense crowd, attracted into the stand by its magnificence.

THE TRADE ASSOCIATION.

PHILADELPHIA, PA., Feb. 4.—The meeting of the trade to consider the report of the committee appointed at the New York show did not materialize as expected. The committee did not have its report ready. Colonel Pope, the chairman of the committee, was here for only a few hours, and hurried away at the call of business. The report of the committee will be made public through the cycling papers as soon as it is ready.

ECHOES FROM PHILADELPHIA.

The attendance was far ahead of the fondest expectations of the show promoters and a snug sum was cleared. There were not less than two thousand paid admissions every night. The number of complimentary was very small.

Morgan & Wright's stand was much admired and the number of visitors was surprising. There was but one seat and that was always occupied. Herrick did not claim to have done a large business but in his usual style made himself many friends.

Tillinghast's new adjustable tire was seen and admired by a great many who had pleasant dealings with the inventor when he brought out his other tire. The single-tube, which is at the same time a double-tube tire when necessary, was also the cause of a great deal of talk.



Crowds constantly surrounded the stand occupied by Louis Rosenfeld, who was kept constantly busy showing his Hy-Lo interchangeable gear. So simple is the device that it excited favorable comment on all sides.

When the Stirk family came out in the early days of the show and advertised the Heustis tire by carrying around a banner in their pyramid

act a sensation was created and some of the rival tire makers, it is said, tried to have it stopped, but the ad. went just the same.

A. L. Collins had a line of Monarch safeties at the Bingham House and succeeded in selling to a number of people.

There was no *Sporting Life* banquet this year, and the management said that it was owing to the fact that they opposed the show from the first, and wanted to do nothing to help it along.

James Josephi was at the show in the interests of the Peerless Mfg. Co., but exhibited his samples at the hotel. He left for New York after the show.

When Mr. Gormully arrived at Philadelphia and found that he had been placed at the LaFayette Hotel, while the others of his exhibit—his boys as he calls them—were at the Bingham, he at once asked to have a room set aside for him there. But this was found to be impossible, and the hotel proprietors were compelled to turn down the goose that laid the golden egg—in other words, the man who was responsible for the cycle show in Philadelphia.

Rich & Sager were more than pleased with the outlook for their saddles as shown at the New York show. Of the exhibitors, thirteen of the manufacturers had the Sager saddles on their bicycles exclusively.



George Taylor was a nightly visitor at the show and was looking very well and heavy. He will finish his schooling on March 1 and will then resume his work on the track. Taylor has the racing fever worse than ever before and says that he will be in better shape for this season than ever previously.

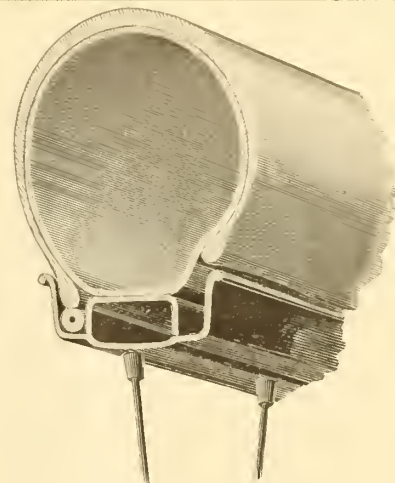
Dan Canary stopped at the show on his way to Chicago to assume the management of the Lamb Knitting Co.'s western branch. After a short trip he will be in the office permanently. Dan looks forward with pleasure toward being located in Chicago, where he will soon bring "his troupe." Dan's troupe is his wife and six children, now in Springfield. He says that his only reason for leaving his former employers was the fact that he was anxious to retire from the road. He will do no more trick riding but will refer all applicants to his worthy successor, Sid Black, who will be managed by F. Ed. Spooner.

The good people of Philadelphia may be slow in some things, but they are not slow to take everything that they can get for nothing. The Christmas number of *THE BEARINGS* was on sale, and samples were laid on a counter for examination and carried off almost as fast as they could be put up, until we conceived the brilliant idea of nailing the last twenty or thirty leaves of the book to the counter. We did not do it for the sake of amusement, but we got plenty out of it. The people who tried to walk off with it were nicely fooled, and they were many.

"National C-y-c-y-c-l-e Show" was the way the sign at the entrance of the hall read, and it was not until three days had passed that the committee discovered the fact and had it changed.

Coming to the show the people had to pass every day a sign on Broad street that says, "Bicycles repaired in the rear."

The success which this tire met at the Madison Square Garden Cycle Show is not surprising to those who understand its principle. Many are asking "Why did not some one think of that before, it is so simple?" While hundreds have been racking their brains over holding tires in the rim by inflation or by mechanical fastening of one sort or another, Mr. Elliott Burris springs upon the public a tire constructed upon entirely different lines, lighter and stronger than any, and more securely and more firmly held in the rim than



SIMPLICITY

has ever been thought would be accomplished, and done in a manner that simply takes one's breath away. Blow as much air in the tire as one will, the cover remains immovable. Deflate, and pull on the cover hard as one can, and it can not be budged. Not until the little rubber cord—that is the little joker—is removed from under the cover, which can only be done with the hand, no tools required, can the cover be taken from the rim. This little cord bears no strain, it simply occupies space in the bottom of the gutters of the rim, and it is put in position AFTER THE COVER IS PUT ON THE RIM. When Frank Waller rode 402 miles in 24 hours on Simplicity 47, people who witnessed the performance realized there was speed in the tire, for Waller was the only one of eighteen starters who rode this tire. The Manhattan Rubber Manufacturing Co., of 64 Cortlandt Street, New York, are making the rubber parts of the tire. Mr. Burris has located his office with them, where all correspondence should be addressed. Descriptive circulars will be sent to all applying.

One of the exhibitors thought he would have some fun with Herrick, and so he asked the M. & W. incandescent how Morgan & Wright got the mammoth valve that they have on exhibition into the tire, as though it was part of the "stuffin" supposed to be in the tire. "Why, that is a valve," said Herrick. "It was made for the Ferris wheel, but the tire didn't get done in time, and so we put it on exhibition. See?"

The "Go Devil" was shown during the week and was the source of much amusement to the exhibitors, only a few of whom were successful in mastering the mystery. The action is very similar to rowing, the seat sliding as the rider moves his body forward and back to the motion of the lever. It works like a railroad bicycle.

Parkhurst & Wilkinson had an exhibit of the Webb key tire with the Sager Saddle Co., and George Webb the patentee, in charge, said that he had no cause to complain of the week's business.

W. H. Wilhelm showed during the week a letter received from a man in Bay City, Mich., inclosing a check for \$1 for which he wished the firm to send a miniature of their "Model E Racer," advertised in *THE BEARINGS*. The dollar was to prepay express charges, and the man wanted the wheel "to give to his son, who was hardly grown sufficiently to take a man's size wheel." Over 4,000 letters have been received in answer to this "ad," and the daily mail of the firm has swamped the office. Mr. Wilhelm is thousands of letters behind in his correspondence and went home nearly every night of the show that he might attend to the most important of the day's mail. The "Model E Racer" which was advertised, was a model eraser as a matter of fact, and no end of fun was entailed by the looks of disgust that enveloped many a face when receiving the souvenir. Thousands were given out at the show.

While Mike Dirnberger was showing the prizes won by the Rambler team the past season, which are all diamonds, and were labeled, "A few of the prizes won on the Rambler wheel the past season," a young lady informed him that he would have to look out or some young lady would be marrying him for his diamonds. This was news to Mike and he blushed profusely.

A. L. Atkins, with Bliss and Dirnberger, left the cycle show early this week to spend four or five days in Washington, after which they will return to Chicago, where the midget record breakers, who are in the future to spend a large proportion of their time in breaking the selling records, will be put through a course of training by Mr. Atkins for their future duties. Dirnberger will travel for a short time from the Chicago house and will then go to Buffalo to attend Hi. Martin's cycle show. He will then go on to Boston and for a time travel from the Boston house and may have a shy at the New York house's territory. Bliss will be located at the Chicago

store and Githens will be on the road in the western country. Gormully & Jeffery are to be congratulated on securing these three men for they are a credit to the trade as well as the sport.

C. W. Dickerson arrived at the show late in the week and was well pleased with what he saw. Mr. Dickerson had more important matters than looking after prospective sales and was mysteriously absent from the show a great part of the time.

W. F. Cooper, of Meriden, Conn., exhibited a machine whose wheels were veritable balloons and held into the frame by steel plates which clasped the outside of the air bags. So wide was the frame that it was necessary to place the pedals inside the frame.

Mike Dirnberger had charge of the bronze souvenirs in the Rambler exhibit, and was of course besieged by all sorts and kinds of people. One young fellow aroused the ire of the mile record holder, and he came as near as could be to giving him "one swift punch," in his own words. This gentleman (?) came into the stand and said that he was after one of those souvenirs, and that he wanted it then or not at all. Mike told him that the souvenirs apportioned for that particular evening had all been given away, and that he would have to come some other night, whereupon the

be put in, and the tire still be as light as any on the market. Mr. Mooney also has a rim which was not shown at the show however, but which will, so he says, discount anything in the rim line on the market. It is wood. A new tire will also be brought out shortly.

Too much credit can not be given to A. L. Atkins for his hard and laborious work on the Rambler exhibit. He had the overseeing of a complicated and tiring job, and well did he perform his task. On Saturday the exhibit was chaos, and there was not the slightest signs of being finished in time for the opening on Monday night. The back of the stand was ordered covered with expensive velvet, and this led to a complication, for the firm of John Wanamaker was undecided as to whether the manager had the privilege to buy material of that value for decorating, and telegraphed to the firm at Chicago to find out if all was right. Chicago wired that Atkins had "carte blanche," and late in the week Wanamaker sent the firm's credit man to square matters with Atkins.

Gormully & Jeffery gave away in the first three days of the show no less than \$700 worth of bronze souvenirs, and telegraphed to Chicago for more. This was one of the most expensive souvenirs ever given at a cycle show and will be appreciated by all who received one.



gentleman said that he had spent one quarter on the cycle show and that was enough, and that he would not come into the building at such an exorbitant rate again.

Mr. Tillinghast is again in the field with a tire of the clincher pattern, and another, which is a combination of the hose-pipe and the two-tube tire. The latter is said to combine the properties of the single-tube and the two-tube tire. The inner tube is fast to the outer casing, and when punctured can be repaired with an outside repair outfit. When a slit is made in the cover the back of the tire is unlaced and the tube is ripped from the outer cover, both being repaired and replaced. The Clincher pattern of this tire will not be shown until later in the week.

There was a great crush around the stands at the lower end of the building when the trick riders were in evidence. Many a railing suffered.

The New York Belting & Packing Co. did a big business with their well-known tires. Their exhibit was the same as shown in Gotham.

The Central Cycle Mfg. Co., of Indianapolis, had an exhibit of two of the firm's lines in the stand of the Norman Wheel Co., and reported a fine business. L. M. Wainwright and J. H. Cody were in charge.

In the account of the show the exhibit of the Erie Rubber Co. was overlooked. Frank Fairburn and J. G. Mooney had the keystone detachable tire, and made many friends for the simple attachment for which this tire is noted. The Keystone is attached with a string only, and when attached is as solidly held as if put on with wire. The road tires will weigh three and five pounds to the pair, and can be made still lighter. There being no wire or other heavy matter in the make-up, much more stock can

be put in, and the tire still be as light as any on the market. Mr. Mooney also has a rim which was not shown at the show however, but which will, so he says, discount anything in the rim line on the market. It is wood. A new tire will also be brought out shortly.

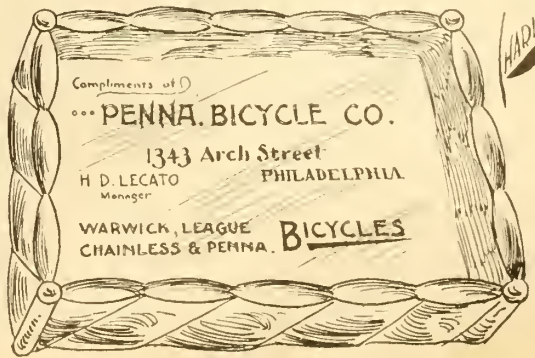
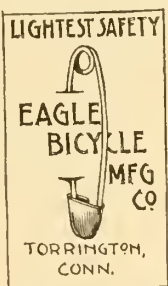
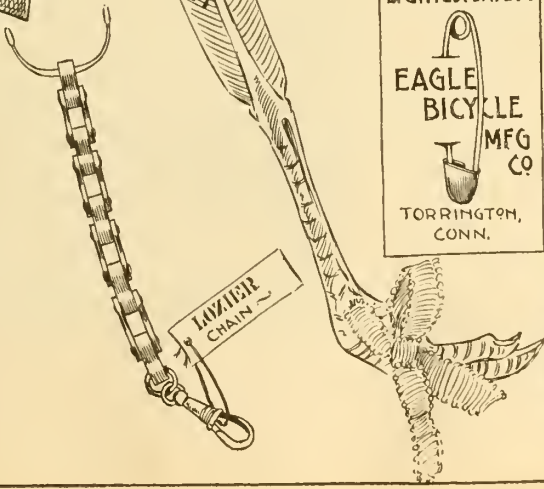
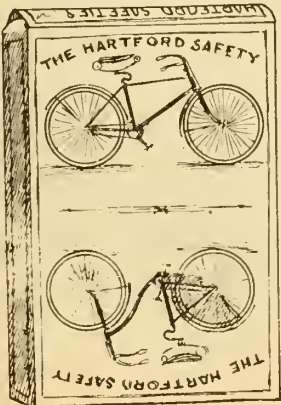
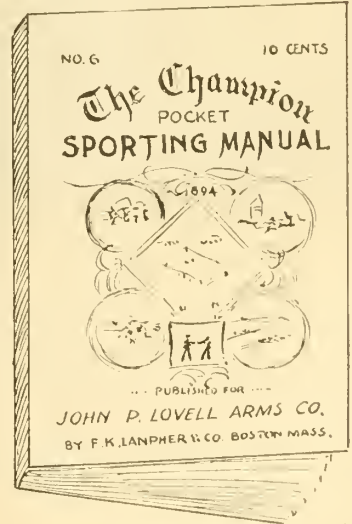
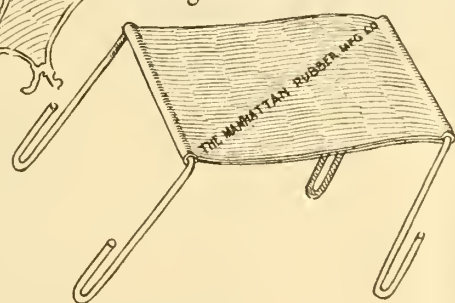
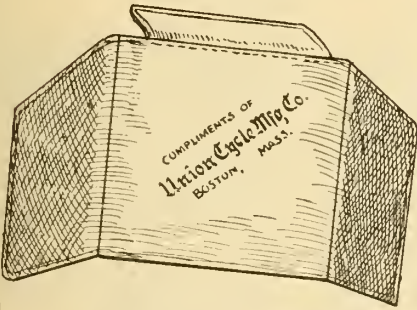
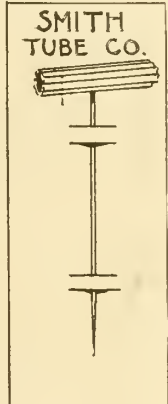
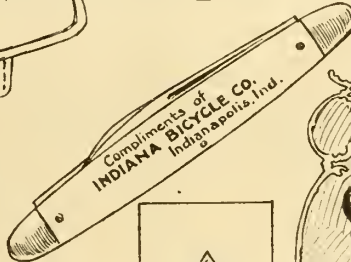
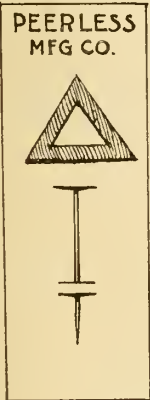
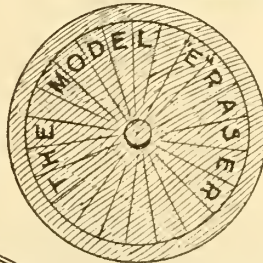
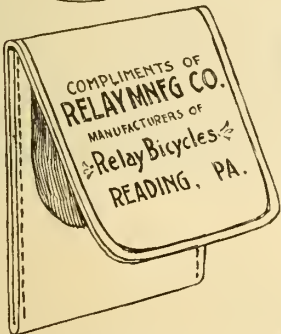
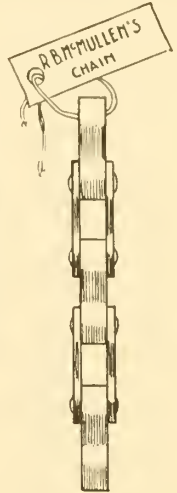
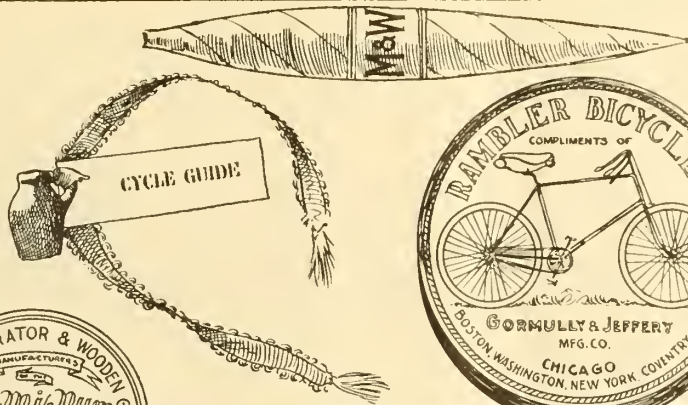
Could a man add to his wheel the changeable gear which was seen at the show and the adjustable cranks, and wear one of the Benner yokes for the body, he should be able to climb the side of a mountain with ease.

The little colored boys who were employed to stretch the tubes displayed by the Eastern Rubber Works had an argument. While they were stretching a tube, one let go his end and the other was hurt not a little. The argument was heated and when they were separated it was agreed that at the close of the week they would settle the matter for their week's wages, the winner to take all.

H. C. Martin has secured the agency for Buffalo of the Rambler wheels, and will push them in that territory this season. Dirnberger will assist him in the Rambler exhibit during the week of his private show.

J. H. Cody came in to the show from a trip in New York and Connecticut. He did not miss a town, placing agencies in every one for the Central wheels. Among other agencies the following were established: Brunner & Co., Hartford (this was his old home, and he had been told that it would be an impossibility to place an agency there; he secured a nice order); E. C. Bennett & Co., New Haven; Benjamin & Andrews, Syracuse; F. L. Hughes, Rochester; E. W. Vine, Albany; C. H. Broadbent & Co., Utica; E. L. Kerster, Schenectady; Peck Bros., Elmira; Harlow & Co., Binghamton; Florey & Holt, Scranton; Thomas Langstrass & Sons, Newark; the Raleigh Cycle Co. and Premier Cycle Co. in New York City.

Bliss was absent-minded when he told Joe McDermott that the Rambler tire was filled with inflated air. He was trying to think where he had seen Zim's brother-in-law before.



E. & F. Gleason, of Philadelphia, showed on the last days of the show an expansion sprocket-wheel with but three teeth. When the chain stretches with this appliance, it is possible to take up the slack with the sprocket-wheel, and there being so many less teeth the sprocket-wheel is lighter and less wear is shown on the chain. The outer rim of the sprocket-wheel is adjustable with a wrench. This firm also exhibited a ball-bearing chain.

A souvenir which was put out late in the week by H. A. Lozier & Co. was much sought after. This was a watch fob made of the links of the racing chain with a clip for the watch on one end and a handle-bar on the other. So great was the demand that the firm was compelled to deny that it was the donor, and send the men who called to some of the other exhibits.

The aluminum wheel exhibited by the Robert H. Gates Cycle House, of Philadelphia, was critically examined by all. The wheel shown was an experimental one, and will be greatly improved. It is manufactured by the Carbo-Alumina Co., of St. Louis.

Peter J. Berlo showed two racing wheels at the show which tipped the scales at ten and one-half pounds, a track racer which weighed fifteen and one-half pounds, a nineteen-pound semi-racer, a full roadster weighing twenty-two pounds, and a ladies' wheel weighing only sixteen pounds, all on. The latter is a wheel that has been in actual use for a long time and has stood a deal of hard road work. The mud-guards are of wood and the dress-guards of silk cord. The regular line of wheels is on the same lines as were those of last season and has the high frame which has been so generally adopted this season. Berlo says that he does not save weight in the frame or spokes, as the frame is of much larger tubing than is seen in other extremely light wheels, being twenty gauge where others use as light as twenty-eight gauge. His spokes are all extremely large and it is hard to



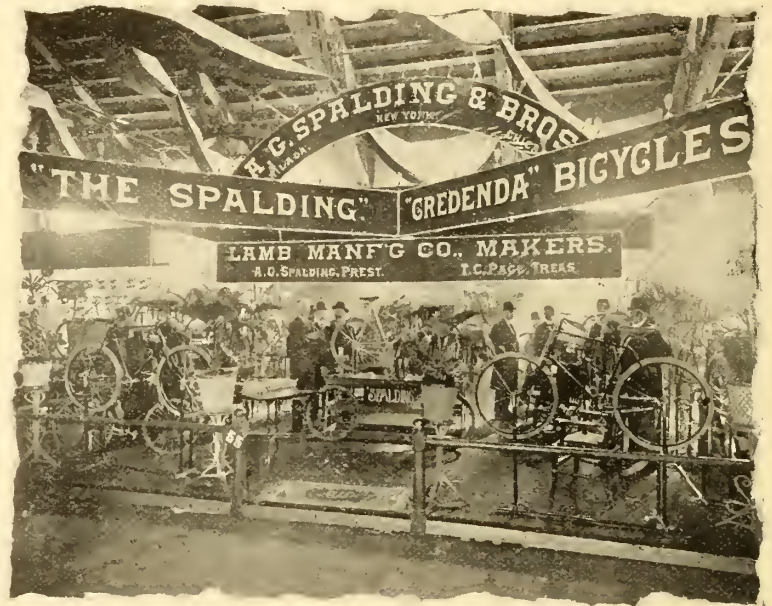
say just where the weight is all saved. In one of his wheels he has made the saddle and frame all in one and saves a clear pound. His frame and saddle only weigh four and one-half pounds.

Ed Nelson was at the Philadelphia show and looking unexpectedly well after his recent severe attack of typhoid fever. He is weighing 150 pounds and expects to weigh as much as 185 before the racing season. He weighed only 100 when he came out of the sick room. His legs are still weak and he is a little doubtful of his ability to get into proper shape for racing the opening of the coming season.

When those interested in the cycle trade gather in large numbers like they did at Philadelphia, they must have something to amuse themselves. It was due to this fact that the famous Hickory Club was organized at Detroit years ago. The Rope Club started at Chicago last year from the same cause. It was no wonder, then, at Philadelphia that the wags should think up a substitute for these celebrated organizations. It took them one or two days to hit upon the right thing. In front of the booth occupied by the Shelby Steel Tube Works stood an effigy of a man made of steel tubing, which the funny men dubbed "Gus Tubeman," and then proceeded to find victims. Selecting some hot-tempered fellow, they would proceed to fill him full of what "Gus Tubeman" was saying about him. The poor victim would be accused of every crime known. Naturally he wanted to fight, and fight real bad. After being worked up to the proper temperature he would be taken to the Shelby booth and introduced to "Mr. Tubeman." The wags had plenty of fun over their joke, and before the end of the week every one had become acquainted with the dummy. It was said that Bliss and Dirnberger had a particularly stormy time with him because they were told that "Mr. Tubeman" had said that their records were fakes, and that they hadn't even been to Birmingham.

Winners of Morgan & Wright Prizes.

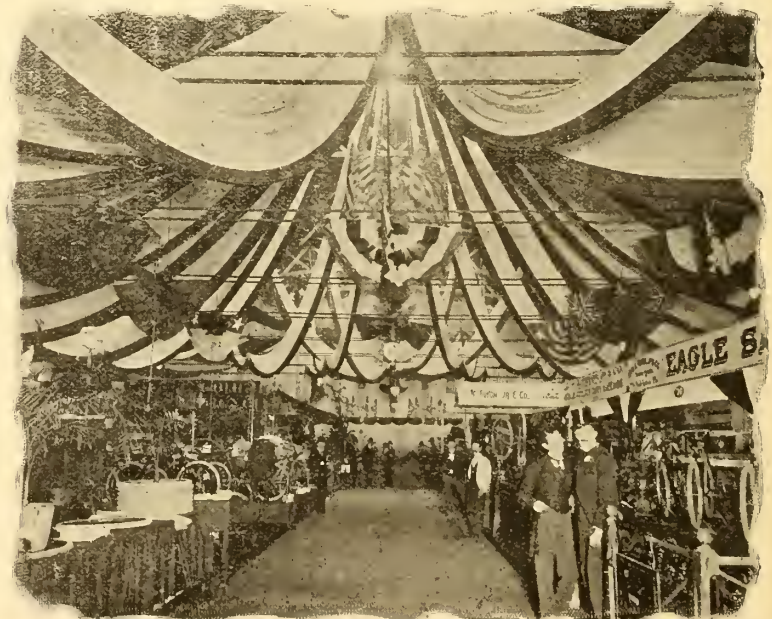
The committee which passed upon the applications of riders of Morgan & Wright tires for the prizes offered by the big tire makers has made its report. A. A. Hansen, of St. Paul, won the first prize for the greatest mileage on one set of tires, having ridden 8,114 miles in 1893. His mount was a



Fowler. Hansen also captured second prize for the most meritorious single ride. W. R. Englemire, of Rockford, Ill., was an easy second in the greatest mileage contest, riding 7,957 miles on a thirty-seven pound Ormonde. J. W. E. Kinkead, of Chicago, rode his Imperial 4,953½ miles and was awarded third prize. H. H. Wylie was given first prize for the most meritorious single ride, his trip from New York to Chicago being the winning card. His mount was a Sterling. P. Von Boeckmann, who rode from Chicago to Texas on a Fowler, was third. William Bainbridge, of Chicago, who broke the ten-mile road record on a Thistle, won the prize for the best time in a ten-mile road race, while Frank Waller captured the prize for the best time in a twenty-five mile road race. Morgan & Wright have offered the same prizes for this year.

Telegram Affairs Look Prosperous.

MILWAUKEE, WIS., Feb. 7.—The following officers have been elected by the stockholders of the Telegram Cycle Mfg. Co.: President, W. H. Wolf; vice-president, J. S. George; secretary, treasurer, and manager, F. R. Pingree. The officers will constitute the directors. Manager Pingree has just returned from a business trip through the east. While there he established several agencies. Casper M. Sanger will probably become a stockholder of the company when he returns from California. In that case W. C. Sanger will ride the Telegram wheel again next summer. F. H. Bolte, formerly of the Sercombe-Bolte company, has been appointed superintendent of the works.



The store of the Andrae Cycle Works, which was damaged by fire, has been rebuilt. The Andrae wheels will be in great demand during the summer, and orders are already beginning to pour in from all parts of the country. The firm will shortly issue a handsome catalogue,

THEY STAY SOLD!

ONE OF OUR AGENTS WRITES US:

"The Premier was the most satisfactory wheel we handled last year. Owing to the hard times, we did not sell quite as many Premiers as we had hoped to, but every one we sold STAYED SOLD."

Dealers who desire to **RETAIN THEIR COMMISSIONS** after earning them, are invited to send their trade cards to us.

PREMIER CYCLE CO

34, 36, and 38 Watts Street, NEW YORK.

MENTION THE BEARINGS



*It's a cold day
FOR OLD "DISCOUNTS" AND
HIS TRIBE!*

OLD SATAN HIMSELF CANT THAW THEM-
OUT BUT- COMPETITION WILL!

DEALERS- WRITE FOR CASH PRICE.
ON OUR ELEGANT NEW LINE OF

"SECURITY" BICYCLES.
HIGHEST GRADE.

WE ARE CATCHING
A DOZEN DEALERS A DAY
JOIN THE PROCESSION
AND MAKE MONEY=

= BICYCLE SUNDRIES =
BEST CASH PRICES.

SEND FOR LIST-

"SECURITY" BICYCLES =

SIEG & WALPOLE MFG. CO
285A WABASH AVE
CHICAGO =

Changes in the Trade.

The weekly bulletin of changes among the bicycle and kindred concerns throughout the United States shows the following changes in the trade:

Iowa.—Des Moines; Gatchell, W. E., hardware and bicycles; bill of sale, \$2,950.

Kansas.—Atchison; Leu Jacob & Sons, hardware and bicycles; suit filed for \$760.

Massachusetts.—Springfield; Cameron, Blaney & Draper, bicycles; dissolved.

Michigan.—Coleman; Steers & Church, hardware and bicycles; chattel mortgage, \$3,500. Detroit; Buhl Sons & Co., hardware and bicycles; C. H. Buhl, deceased. Grand Rapids; Failing, J. F., hardware and bicycles; dissolved. Lowell; Severy, L. F., hardware and bicycles; chattel mortgage, \$879.

New York.—Fort Plain; Stewart, Smith & Bergin, hardware and bicycles; C. D. Smith retires. New York City; Goodyear Mechanical Rubber Co., manufacturers; receiver appointed.

Oregon.—Portland; Merrill, F. T., bicycles; conveyed realty, \$1.

Washington.—Buckley; Carmine & Morris, hardware and bicycles; J. W. Carmine, bill of sale undivided half interest, \$1,650.

Wilcox Leaves the Ariel Company.

It was noticed at the New York show that E. H. Wilcox, secretary of the Ariel Cycle Mfg. Co., seemed to be in poor health and so those who saw him there will not be surprised to hear that he has resigned his position with the Ariel company on account of illness and a desire for rest. Mr. Wilcox writes that the affairs of the company are in exceedingly prosperous condition and that its prospects are very bright. He regrets being compelled to give up business, but his health is so poor that he is forced to do it.

Of Interest to Inventors.

Patents which expired January 9, 1894; granted January 9, 1877: 186,136. Velocipedes; Walter Katon and Paul Bonfils, North Attleborough, Mass.; filed November 8, 1876.

Patents which expired January 16, 1894; granted January 16, 1877: 186,289. Vehicle wheels; G. F. Almy, Delphos, assignor to himself and H. M. Clark, Toledo, Ohio; filed September 23, 1876. 186,360. Vehicle wheels; H. Mounts, Hill, Pa.; filed September 9, 1876.

J. W. Murphy, of the Keating company, and F. Ed. Spooner are now representing the Wheelmen's Registration Co., of Boston, in the various sections of the country in which they will journey.

Kentucky Trade Prospects Good.

OWENSBORO, KY., Feb. 2.—Trade prospects are good and the dealers anticipate a prosperous business as soon as the season opens. Many ladies are being attracted to the sport, and the lonely two or three of past seasons will be joined by scores in a few months.

W. A. Guenther & Sons have disposed of their wheel business to R. L. Corley and H. L. Bowlds, who will make the Columbia their leader. They will also handle a line of cheaper wheels.

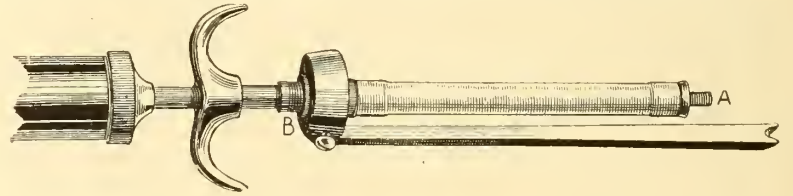
E. L. Wimp, who has attained some reputation as a racing man, will engage in the wheel business at No. 216 Fredrica street. He is a popular man with good business qualities, and ought to succeed.

Jeffery Defeats Garford.

The patent office interference in the case of A. L. Garford vs. Thos. B. Jeffery, covering the tire with beaded edges fitting into a recessed rim and held in by means of an air tube and rib or wedge, was, on February 2, decided in favor of Mr. Jeffery.

No More Skinned Knuckles.

Messrs. Werner and Avery, two enterprising Chicagoans, after losing all the skin on their knuckles pumping up deflated tires, have brought out a little article that is destined to revolutionize the pump business. It is called the Eureka pump brace. The brace is attached to the hose coup-

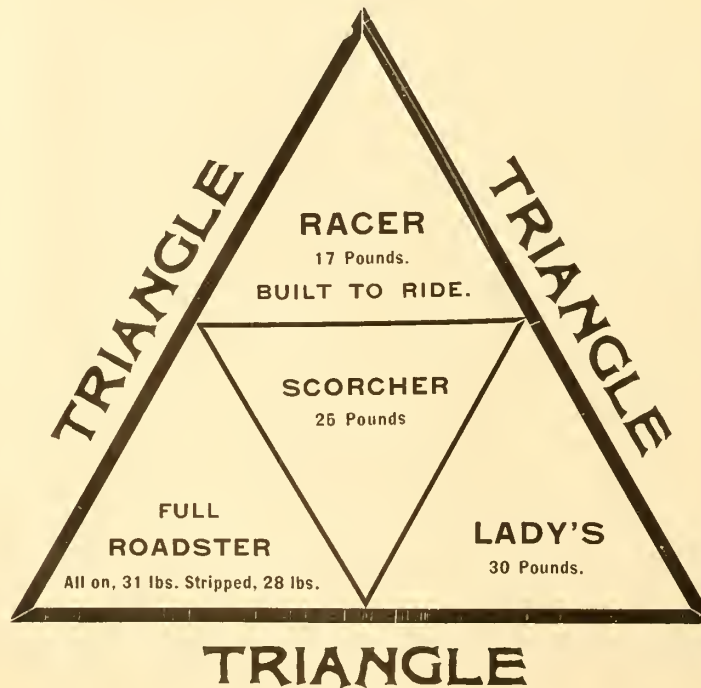


ling with a set screw and the notched end placed against the spoke nipple nearest the valve. Then the rider can go ahead and pump up his tire with ease. Rouse, Hazard & Co. have ordered several hundred of them and H. A. Lozier & Co. are now negotiating for a lot. The Werner-Avery Co. is located at 277 Wabash avenue, Chicago.

Announcement is made of a change in the firm of L. B. Graham, of Chattanooga, Tenn., which will hereafter be known as the Graham Cycle Co. Ed Manlove, having taken an interest in the firm, will be the manager. A large and more complete line of cycles will be carried, and a full line of sporting goods added. L. B. Graham will continue traveling in the interest of the Pope Mfg. Co., making headquarters in Chattanooga.

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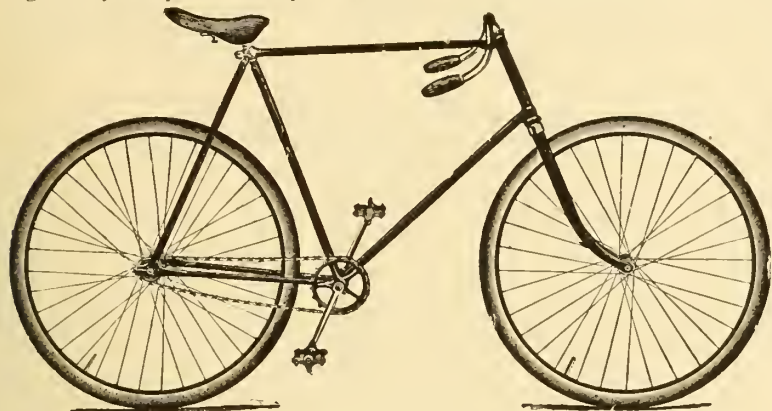


THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

'Tis a Thing of Beauty.

Seven models will be made by the Hill Cycle Mfg. Co. this year and all of them will be of the highest grade. The accompanying cut shows the Model 25, a semi-racer, fitted with wood rims and Palmer tires, and weighing twenty-five pounds; list price, \$135. The racer weighs from nineteen to



FOWLER MODEL 25.

twenty-two pounds and is worth \$150. Model 27 weighs twenty-seven pounds, Model 29 weighs twenty-nine pounds, the 31 tips the beam at thirty-one pounds, and the Model 35 at thirty-five. The ladies' wheel weighs thirty-one pounds.

The Brown Sprocket.

The Brown Sprocket Wheel Co., of St. Louis, have a really superior article, the principal feature being that the sprocket can not be clogged with dirt. A handful of mud rubbed on the chain and wheels will not affect the running of the wheel after two revolutions. The little wheels around the periphery of the rear wheel revolve about one-eighth when the chain strikes them, and the dirt is pushed up through the chain. There is no sliding motion, and the action is such that mud, sand, or dirt is simply pushed ahead of the chain as it meshes down over the rollers. On hills the sprocket shows up to advantage, there being no more friction in climbing a hill than riding on the level.

WANTED.—Partner with \$500 to \$1,000 in the bicycle business and repair shop.
DAVIS, 383 Fifty-fifth street, Chicago.

A New Tire on the Market.

The latest tire of the N. Y. Belting & Packing Co., Ltd., the New York Key, is causing a sensation. It is remarkable because of its extreme simplicity. All it is necessary to do is to "turn the key," and this detaches the tire so that it can be examined or repaired; after replacement in the rim another turn attaches it so firmly that no reasonable pressure will displace it. These results are secured by a specially made rim, the edges of which are rolled, and into them fit the beaded edges of the outer shoe. Fitting snugly in the center of the rim is a strip of wood, which is tightened or loosened by the turn of a key operating a double eccentric, and the tightening of this strip, as before stated, locks the beaded edges into the rim so closely that it is impossible to displace them. This of course prevents any creeping or rolling of the tire, and as the entire circumference of the inner tube is above the rim, the whole of it is available for cushioning purposes, thereby making it one of the most resilient tires on the market. The N. Y. B. & P. Co.'s Gee Whiz tire, on special wood rim, is also proving a good seller on account of its lightness and simplicity, and the popularity of the wood rim. All you have to do is to insert the beaded edges of the cover into the groove of the rim, inflate, and you are off for a spin.

A Neat Trade Trick.

It is well known that in the Victor bicycle this year they have done away with the valve, making their wheel as neatly balanced as if it were a cushion tire. Clarence Smith, who is in the Overman Wheel Co.'s Detroit branch, has suspended a Victor flyer in the window and adjusted a placard, "What makes it go?" to the wheel. Crowds of people are constantly looking in the window trying to discover the electrical attachment or thread to the front wheel, which is constantly revolving. The whole thing is but a joke, as it is only necessary to give the wheel a sharp whirl once in about fifteen minutes, and it will revolve as though by some unseen power.

Rouse, Hazard & Co.'s, Enterprising Clerk.

A despatch from Peoria says: Arthur Hockin, a young man employed by Rouse, Hazard & Co., has developed into a great financier. In two years' time, during which he acted as stamp clerk, he stole enough to fit up one of the finest restaurants in the city, and always spent money with a lavish hand, though his only known income was confined to his meager salary. His peculations were discovered, but he was not prosecuted, as he gave the firm a bill of sale to the restaurant, and offered to remain in their employ until he paid back all he had stolen. To-day the discovery was made that he was again stealing stamps and rifling letters, and his arrest was ordered. He disappeared before the arrival of an officer and has not since been seen. The full extent of his stealings is not known.

TRIBUNE CYCLES FOR '94



THE MOST ADVANCED IN
CONSTRUCTION AND
INGENUITY

LIGHT GRACEFUL STRONG

SEND FOR CATALOGUE.

THE BLACK MANUFACTURING CO. - ERIE, PA.

Mention The Bearings

INTERESTING FACTS ABOUT TIRES.

Morgan & Wright Tell of the Advantages of the Cemented Over Mechanically Fastened Tires—Other Catalogues Reviewed.

Morgan & Wright, makers of the famous tire of that name, have always had the reputation for issuing interesting catalogues and this year they are not a bit behind the times. Their catalogue is both interesting and instructive. After describing their seven styles of tires and telling how to repair punctures, M. & W. tell why they think the cemented tire is better than the mechanically fastened one. The pamphlet says:

To compare the relative merits of cemented and mechanically attached tires is to relate many advantages for the former and very few for the latter. The only argument which can be cited against the cemented tire is the trouble of recementing in case it is ever removed from the rim. In the days of solid and cushion tires this objection had weight, because of such tires not being held by *constriction*. We have all seen the cushion tire, when free from cement and running at a high speed, by a snake-like creeping raise clear out of the rim. This is the result of centrifugal force, producing a gathering and stretching of the rubber tire at the place of contact with the surface and a consequent grinding of the tire in the rim when it is not well cemented. When pneumatic tires were introduced, a new condition obtained at once. First, properly designed tires when inflated gripped all the rim with such tenacity that the strength of four men, with the advantage of a convenient grasp and the wheel clasped rigidly to a bench, was scarcely sufficient to stir the cement; second, the snake-like creep of the cushion tire was intercepted and absorbed in the pneumatic by the air space interposed between the ground and the rim; third, the centrifugal force of the tire was entirely overcome by the non-expandable fabric of which the outer cover is composed. It should be noted, to begin with, that all tires must be fitted to rims of proper diameter. The best cemented tires are made one-quarter inch less in diameter than the rim, but even if made of exactly the same diameter of rim, as is the Morgan & Wright racing tire, they will still bind on the rim with great force when inflated. We were requested in one instance to fit up some odd sized wheels with tires, rims being one-eighth of an inch smaller than the tires. With an over sensitive desire to accommodate, we obliged our customer, and as a matter of course paid for our experience by continual complaint thereafter until the wheels were changed to make the rims the proper size.



Cover of Morgan & Wright's Catalogue.

The object of cement is more to make a perfect contact between rim and tire than to actually hold the two together. Hence, when the wheels are first fitted, the rims should be warmed and the tire cemented in the usual way, but reheating is in almost every instance entirely unnecessary. In removing tire from rim it will be found that the cement, if at all a proper material, will stay with the rim; in replacing the tire it is only necessary to spread a very thin solution of rubber, such as is used in mending punctures, over the old cement, using the finger or any convenient means for so doing. Then springing the tire on the wheel it is found to hold with a tenacity far greater than the heated cement when originally used. We have observed instances in which the rubber was actually torn from the tire in an effort to remove the latter when an excess of liquid cement was used. In case no solution is at hand it will be found that the tire simply sprung on the wheel over the old cement can be ridden for days without any difficulty arising. It is then shown by experience that the cemented tire is not only simple but is convenient to a marked degree. It is held, as is the iron wagon tire, by the constrictive power of the material itself, while the clincher tires are for the most part dependent upon mechanical fastening alone, and as a result may chase and grind upon the rim at the great expense of durability. The man who causes two blades of grass to grow where but one grew before has done much to advance the interests of mankind, but the man who adds a lot of wires, rivets, hooks, and tools when none whatever are needed, is simply making activity for work and proceeding upon the plan of using four men to keep on

one man's hair. The claim of greater ease of repair in the clincher tire, experience has thus far proved to be much more an advertising than an actual fact. First, it can be stated as a very generally proved fact, that a tire which can be easily removed from the rim will blow off as easily when not fully inflated. Second, the clinchers which have lived more than one season have rims of such construction that rim punctures of the inner tube are frequent, while with plain crescent rims such mishaps are admittedly very rare.

Then comes an interesting description of the composition and properties of rubber. It is as follows:

Without going into technicalities, we wish to give riders, in a word, some knowledge of the composition and properties of india rubber and the effect of manufacturing processes. India rubber is vegetable, the sap of trees. There are many varieties of rubber plants, from the common milkweed to lordly trees in the forests of the Amazon. The supply of commerce is obtained from South and Central America, Mexico, Africa, and the East Indies. There are over sixty varieties of rubber in commerce, and there are wide differences in quality and composition. Ordinary crude rubber has two components, fibrous and viscous, and there is much variation in the proportion of these components in different rubbers. When rubber is sheeted out by means of hot calender rolls, the fiber is laid lengthwise of the sheet; hence the sheet will resist stretch lengthwise much more than crosswise. A sheet of rubber warmed, then stretched and frozen, will retain the stretched length, or nearly so. If again warmed it will regain the original length. Rubber dissolves in naphtha, carbon-bisulphide, and mineral oils. Vegetable oils, such as castor, linseed, cotton-seed, have comparatively slight solvent action at ordinary temperatures. Rubber distills at 300 degrees centigrade. It resists the action of acids and alkalis to a marked degree. It is a hydro-carbon, containing no oxygen. Its specific gravity is about .97, water being 100. Vulcanized rubber is made by grinding intimately together rubber and sulphur, and bringing about chemical unity by means of heat. Pure vulcanized india rubber, such as used in bicycle tires, will tear like wet paper, if a small nick is first made on its edge; the same piece, with smooth cut edges, will resist a powerful pull before breaking. This is important to know in judging of the quality of a rubber tube or sheet. We have many times seen a heavy man skidded the length of our office by pulling hand over hand on one of our inner tubes, and the same tube can be picked to pieces by an enterprising salesman who cultivates a sharp thumb nail. When testing a piece of pure rubber, look below the surface of things, do not listen to dishonest trade talk. Pure rubber, vulcanized, is much more sensitive to decay than that which is compounded with mineral matter to give it body. The compounding of rubber with mineral matter is for the same purpose as compounding linseed oil with white lead or oxide of zinc. Different properties in vulcanized rubber are secured by mixing mineral matters into the rubber before vulcanizing. These properties, such as soft, hard, elastic, rigid, flexible, etc., are of the utmost value in fitting the rubber for thousands of purposes, and the compound is not added for the purpose of adulteration. Pure india rubber would be of comparatively little use for mechanical and other purposes. The successful manufacture of india rubber is the work of a lifetime, and the thinking man can learn something new regarding it almost every day.

A Review of Other Catalogues.

Bright and breezy is the catalogue of the Gormully & Jeffery Mfg. Co. There has been considerable delay in getting the book out, but the reader of one of them is well repaid for his waiting, for it is readable and newsy from the first page to the last. The illustrations are all of the highest order, being from the pen of Charles A. Cox, THE BEARINGS' illustrator. The Rambler family is too well known to need any description here. G. & J. will furnish either steel, wood, or rubber rims. They will only guarantee wood rims to be perfect when sold, and advocate steel rims. The rubber rims are suitable in locations subject to moisture and a saline atmosphere, such as the sea coast, where a metallic or wooden rim would be affected thereby. G. & J. tires and saddles will be fitted to all wheels.

In addition to their catalogue the Gormully & Jeffery Mfg. Co. have issued a very neat tire manual which tells all about G. & J. tires and how they should be cared for. Mr. Cox also illustrated this pamphlet.

The new addition to the Rochester family this year is a fine, Humber-frame, light roadster that weighs twenty-six pounds. Judging from the description of this wheel in this year's catalogue of the Rochester Cycle Mfg. Co., this is one of the finest bicycles ever turned out by them. The saucer-shaped sprocket-wheel and forged steel crank axle, which is so constructed that no threads are cut on it, are features that will commend this wheel to all. The racer is built on the same handsome lines. Then there is the ladies' wheel that only weighs thirty pounds, which for beauty and fine workmanship would be hard to excel; also the Rochester Scorcher and Rochester Roadster, double diamond-frame machines that have proven to be strong road wheels. The list price on the Rochester is \$125, although \$25 more is charged for the racer.

The Derby Cycle Co. proudly state in their catalogue that they have not a single machine of the '93 model left on their hands. This year's Derby is certainly a handsome machine. But two patterns are turned out—a gentlemen's and a ladies' model. The former weighs thirty-one pounds and lists at \$150 and the latter thirty-four pounds and lists at the same figures. The Peace tire, which is used on all Derby machines, has been fully described by THE BEARINGS in previous issues.

"A Thing or Two About the Liberty," issued by the Wilson-Myers Co., tells all about these famous machines. The catalogue is somewhat different from others we have seen this year, and contains lots of interesting information. One sensible thing that this firm has done is to refuse to turn out wheels which are entirely too light for use. On the subject of feather-weights the catalogue says: "We recognize the liability of manufacturers—in their desires to cater to the demand for featherweight machines—to overstep the line of caution and safety. We are not content to do this, and must decline to produce machines of such exclusively light weight as to endanger the life and limb of the riders and injure our reputation." The Liberty people are making the Bogie Man track racer, listing at \$140, and weighing nineteen and one-half pounds; the road scorcher, weighing

1894... EAGLE WHEELS ...1894

ALUMINUM RIMS MAKE LIGHT-RUNNING WHEELS.

The only perfect light-weight rim
that has stood a season's test.

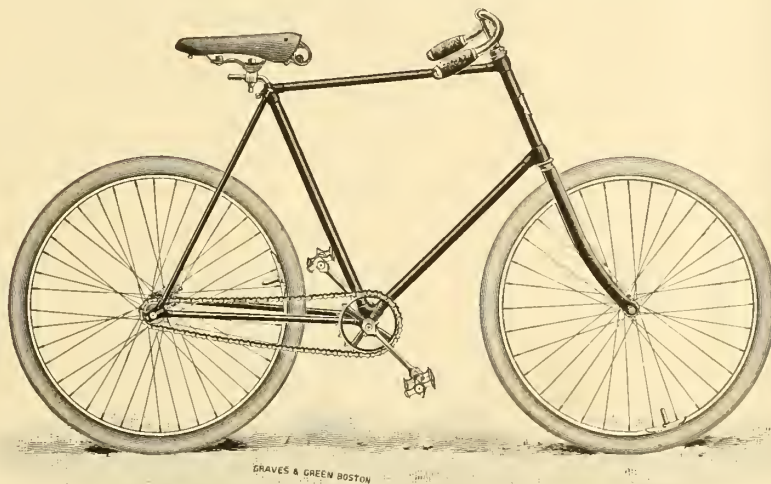
BOOK OF TESTIMONIALS ON APPLICATION.

Eagle Altair

No. 7

Steel Rims

\$115.00



Eagle Altair

No. 7 1/2

Aluminum Rims

\$125.00

HIGHEST GRADE EAGLE, \$115.00.

DESCRIPTION OF LINE.

No. 7.

Weight under 30 lbs. Steel Rims. Tangent
Spokes. High Frame. Large Tubing.
Tool Steel Bearings.
Price \$115.00

No. 7 1/2.

Weight 27 lbs. Aluminum Rims. Light Wheels.
Price \$125.00

No. 8 (Ladies').

Weight, 31 lbs. Aluminum Rims. Decorated
in Gold. Price \$135.00
Steel Rims—Price \$125.00

DESCRIPTION OF LINE.

EAGLE COLD-SWAGED FRAMES.

No. 6—Roadster.

Weight 26 lbs. Aluminum Rims. Tangent
Spokes. High Frames, Eagle Cold Swaged.
Reinforced Taper Joints. Decorated in Gold.
Price \$135.00

No. 9—Semi-Racer.

Weight 22 lbs. As above—Lighter Weight.
Palmer Tires. Price \$150.00

THE EAGLE BICYCLE MFG. CO.

TORRINGTON, CONN.

twenty-nine pounds with wood rims, listing at \$125; the roadster, weighing thirty-five pounds, listing at \$125; the ladies' wheel, weighing thirty-three and thirty-seven pounds, listing at \$125, and also make the '93 Liberty Scorchers, which will sell at \$100. They also carry two styles of Hummers listing at \$90 and \$100.

The Yost Mfg. Co., while having a very neat cover, have expended most of their money on the contents of their catalogue. The inside of this year's catalogue is fully up to date, and is well worth reading. The full line of Yost wheels is shown and described, besides the many inventions handled by this big firm. The Yost tire is fully illustrated and described, besides the Falcon crank-axle bearing, the Cable adjustable handle-bar, the interchangeable sprocket, the crank yoke bushing, the chain-adjusting device, the Yost pedal and crank, and the steering-head and bushing, with balls. The Yost company also advertise a very neat looking sample trunk, which they sell for \$25. Purchasers are given the choice of wood or steel rims. The adjustable handle-bar will be fitted without extra charge, but \$5 extra is charged for the metallic fastened tire.

You can learn all the fine points of the Eagle, Humber, Gales, and Gotham wheels by securing a catalogue from Schoverling, Daly & Gales, of New York. The Humber track racer No. 3 is probably the highest priced wheel on the American market, \$180 being the list price on it. The list on the Humber light roadster, fitted with Dunlop tires, is \$160. The ladies' wheel sells for \$110 for the No. 8 and \$150 for the No. 9. Four patterns of the Eagle are handled. The Gales range in weight from thirty to thirty-six pounds, and list at \$100 and \$85 respectively. The Gothams range in price from \$28 to \$65.

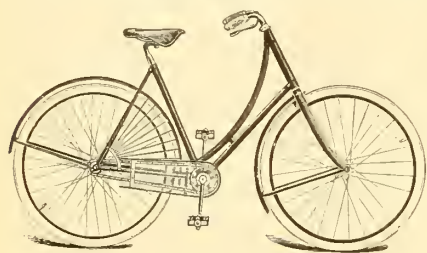
O. P. Faxon & Co., of Boston, the makers of the Puritan, announce in their catalogue that they intend to make the best wheel that they can at the lowest possible figure. The Puritan roadster, weight thirty-two pounds, lists at \$100; the full roadster, weight thirty-six pounds, at \$105; the Scorchers, weight twenty-seven pounds, at \$110, and the thirty-pound ladies' wheel at \$115. The twenty-two-pound road racer lists at the same figures.

Fine half-tone pictures of the branch houses of Kingman & Co. at Peoria, St. Louis, Kansas City, Omaha, and Des Moines live up the front page of that firm's new catalogue. Kingman & Co. do a wholesale business, and by having branch houses in all of these big cities have great facilities for reaching the trade. They announce that they believe extremely light bicycles to be a mistake, their lightest wheel weighing twenty-nine pounds and the heaviest forty. The prices range from \$20 to \$105.

According to Rouse, Hazard & Co.'s fifteenth annual catalogue the Sylph will be that firm's leader this year, and they are prepared to supply the trade with six different styles of this popular wheel. The list price is \$125, although but \$100 is asked for the spring-frame Sylph. The weights range from twenty-two to forty-five pounds. R., H. & Co. will also carry the Rudge, Overlands, and the Western Wheel Works' line.

The Lady Stearns.

Brave in bright black enamel with gold striping and orange rims, the ladies' Stearns could be picked out from a thousand other makes. It is one of the finest wheels ever turned out by E. C. Stearns & Co., and they have a reputation for making grand bicycles. The Model C, as this machine is called, weighs but twenty-seven pounds. The frame is an adaptation of the gentleman's wheel, and with its combination of straight and curved tubes is unusually strong, while the long head serves to reduce the vibration in the handle-bars to a minimum. This is the first ladies' wheel we have seen on which the seat-post is turned forward to give the fair rider a better position. The price of the machine is \$125.



The Lady Stearns.

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High Price for a Wheel.

Quite an amusing incident is related by Mr. Ferris, of the Ferris-Wheeler Mfg. Co., the substance of which is as follows: "Some time since the American Ormonde Cycle Co. wrote a letter addressed to the Ferris Wheel Co., Chicago, asking for 'a sample and prices in gross lots,' and Uncle Sam carried it to the office of the Ferris Wheel Co. in the Rookery building. Not understanding it, but being courteous, the corporation answered in this manner: 'While we will not be able to send you a sample of our wheel, we will be in New York shortly and call; in the meantime will quote you a price of \$2,000,000 a piece in gross lots.'"

The question is: "On whom is the laugh?"

Mr. Ferris says that while he can not sell the "Perfection" repair outfits in gross lots for any figure equal to this, he would very reluctantly part with his trademark "The Nigger Baby" for even that amount.

I Will Give Ten Dollars

for information that will enable me to locate either of the following persons:

Jesse Weaver,
E. G. Orr,

both formerly of Denver. Address, H. P. FELDMAN, 45 West Eleventh avenue, Denver, Colorado.

Eighteen traveling men will be on the road for H. A. Lozier & Co. in a short time and among this great body of traveling men will be the following: F. W. Ennsforth, New York; L. H. Bill, Pacific coast; Jonas Feighner, Ohio; E. G. Eager, Michigan and Indiana; W. A. Glatte, southern Indiana and Illinois; Will Hoyt, Massachusetts; J. F. Ruby, Kentucky and Tennessee; D. B. Grebert, Connecticut, New Jersey, and New York; George Banker, Pennsylvania; Sid Black, New York and Pennsylvania; Harry Lozier, and a half-dozen more.

The Spalding, a thoroughly reliable cyclometer at a popular price, will register 1,000 miles without repeating. This cyclometer has been improved over the 1893 model, as has been suggested after a season's use. The movement is positive, and has no operating springs to get out of order. The mechanism consists of a single train of gears and can not fail to be accurate. It is easily attached to any bicycle, is always in sight of the rider, and can be read from the saddle. This cyclometer lists at \$5. The alarm cyclometer, with a bell that rings at each mile, costs \$2.50 more.

A new lubricant is being manufactured by J. G. Calrow, of Winnetka, Ill., which has many fine qualities. Greasolene, as it is called, makes a chain dirty because it holds all the dust on the outside, but the face of the chain will be clean, lubricated, and easy running. It is said to make the chain run noiselessly as through an oil bath and gear case. Greasolene is put up in a collapsible tube and sells for 25 cents.

B. B. Emery & Co., 40 Columbus avenue, Boston, Mass., New England agents for the Fowler, announce in their "ad" this week that they will carry the installments of all agents who handle the Fowler in New England. Mr. Emery states that he expects to sell seven hundred and fifty Fowlers this year.

H. H. Wylie has not visited a town in New York where he has not placed an agency for Ariel wheels. He will shortly work over into New England and will at the close of his present trip probably go abroad.

Through a blunder in the composing-room we ran a cut of the Dunlop tire in the "ad" of the Gormully & Jeffery Mfg. Co. last week. Readers will please note the right illustration appears this week.

A company is now in the course of formation in Canada for the purpose of handling the Palmer tire there. Mr. Palmer visited Canada on his return from the New York show with this result.

The price of the Southern is \$125, not \$1.25, as stated in the advertisement of R. C. Wayne & Co. last week.

ONLY A FEW LEFT

If you want to buy a good bicycle, *very cheap*, write at once. We have closed out all the machines that were actually damaged by fire, and there are only a few left that were slightly soiled by smoke. The

Fire Sale

Will run but one (1) week longer. Only a few '93 machines left, and about 60 28-pound wheels of the '94 pattern.

RALPH TEMPLE CYCLE WORKS,
158 Twenty-Second Street,
CHICAGO.

"To TRUST is to Burst."



This is an old fashioned saying and infallible. The result of all things against public policy and the good of the people.

Wait patiently for results, but don't pay royalties.

Use Cyclone Clincher

If you want a mechanically-fastened tire.

CEMENTED TIRES.

Rex Road is lighter and more durable than any other road pneumatic tire manufactured. They are strictly a high-grade pneumatic tire. **Pure as Gold.**

We will give **One Hundred Dollars** to any charity designated by Mayor Gilroy, of New York City, if any person or persons find an ounce of adulteration in the rubber used in the shoes or tubes. They are absolutely pure and made of the finest, driest, old Para rubber obtainable.

If you want to know what kind of Para rubber we buy for our tires, write Messrs. Simpson & Beers, 58 William Street, or Messrs. Betts & Robinson, 51 Stone Street, Rubber Brokers, New York City.

We buy only the best grade of Sea Island fabric, longest staple obtainable, equal weave and strength.

This is a frank statement. Is it not? Have you noticed that we make many indisputable statements of facts pertaining to our business and of great importance to you? No other manufacturer can make them truthfully.

CLIMAX TIRES

Are old stand bys. They are worth one hundred cents on the dollar after having been ridden a year, if not abused.

A WORD ABOUT PATENTS.

We control patents and do not infringe on valued patents granted others. Should any inventors or assigns imagine that we do, we invite them to resort to the law, and we promise that we will earnestly assist them to hasten their case to as speedy a termination as the courts of our land will permit of. We do not say this in a spirit of bravado, but have retained most eminent counsel, and believe that we have rights and are prepared to enforce them.

We will protect all persons from infringement suits, and no one need anticipate any trouble by using any tires of our manufacture.

EASTERN RUBBER MFG. CO

TRENTON, N. J.

DISTRIBUTING BRANCHES: Factory and Head Offices, Trenton, N. J.

EASTERN RUBBER MFG. Co., 38 Park Row, and 9 and 11 W. Broadway, cor. Reade street, NEW YORK; CHICAGO, 207 Lake street; BUFFALO, Frank J. Eppele; PHILADELPHIA, H. C. La Cato; WASHINGTON, D. C., Goodyear Rubber Co.; ST. LOUIS, Day Rubber Co.; PITTSBURG, Hayward & Co., 86 Water street.

MENTION THE BEARING

DECIDEDLY ENGLISH Y'KNOW.

Some of the Latest Improvements in Bicycles in the Old Country—
New Idea in Tandems.

LONDON, Jan. 20.—Looking in at the Quadrant company's London depot the other day, I was shown the company's very latest tricycle, which is, of course, of the style which has already received such favorable comments. The chief point of interest about this machine is the fact that the main bearings of the axle are on the hubs themselves, the ball races being carried on sleeves which project inward toward the center of the machine from the inner flanges of the hubs. As the bridge is of large diameter tube and very rigid, it naturally follows that this arrangement of the outer bearings tends to distribute the weight to greater advantage, and considerably reduces the strain on the axle itself, while ball races of much larger circumference are obtained. The outer bearings, however, have another peculiarity in the fact that they are not attached to the bridge by rigid connections, but are swiveled between the extremities of light steel forged perpendicular forks, so that a slight movement is possible. In fact it is only regulated by the axle itself, for if the latter were removed, the bearing cases could be turned completely round in the fork ends. But these forks themselves are not fixtures to the bridge, for they carry perpendicular bearings or sockets at their upper ends just above the junction of the arms, and through these sockets pins from the bridge descend, being held at the lower ends by nuts, the result being that the forks, together with the bearing cases at their lower extremities, can turn a little to either side.

It will thus be seen that the bearings can to a great extent accommodate themselves to the requirements of the axle, and it is said that they always automatically fall into line. The small forks which hold them to the bridge have proved so light, and at the same time strong in practice, that they are now employed for the crank-bracket and also for the central pair of bearings of the main axle, but in these positions there is no movement, as the cases are held rigidly by the stays between the crank-bracket and the bridge. It has always been one of the principal difficulties of tricycle construction to get the four bearings of the main axle in line, and it may turn out that the Quadrant company have solved the problem at last. There are one or two theoretical objections to the arrangement I have just described, but theory does not always go for much in cycle making, and extended trials of the new tricycle have so far gone to prove that it is a really fine machine, and one that is likely to give general satisfaction. Anyway, the company are to be congratulated on what is without doubt a decided novelty. I may add that they are now adopting ball-socket steering to this new machine.

Carter's Detachable Gear Case.

Messrs. Humber & Co.'s method of fixing the Carter detachable gear case is simplicity itself, and is so arranged that it is only necessary to remove three screws to detach the case, which is, of course, divided longitudinally in half in the usual manner. The openings through which the rear fork of the machine passes are formed with long metal sleeves, provided with clamping screws, which are thus held so tightly round the fork that a practically oil-tight joint results. Much the same device is employed to grip the case to the crank-bracket of the machine, but here rubber washers are used, which may be renewed from time to time at very trifling cost; but unless the case was frequently detached, the washers would last a considerable period. The rear portion of the case round the back hub is fitted with automatic slides, which are drawn out or closed up by the action of adjusting the rear wheel in the fork ends, so that this part is always as dust tight as possible. Altogether the cover as thus applied is a capital one, and should meet the requirements of those riders who do not fancy gear cases of the fixed pattern.

The New Swifts.

The Coventry Machinists' Co. evidently mean to go ahead during the forthcoming season, and the Swifts and Marlboros will be "all there." The new patterns are most excellent, and needless to say of the very highest quality. By the way, I hear that the company have an entirely new thing in the tandem safety line—quite a distinct departure in fact, designed specially for the use of a lady and gentleman. I have seen the drawing and think it a really good thing, but am not at liberty to say more at present. In a week or two, however, I shall hope to be able to give a full description of this new machine, which will, I believe, meet with general approval. One thing I may remark now, and that is that the lady will have more room for her dress than has as yet been provided on any other tandem, and that the dangerous coupling link of the double steering will be in the center and completely out of the way.

High Safeties Not in Much Favor.

I have been riding one of Messrs. Starley Bros.' Icycles lately and find it a capital machine. It is of the high safety or "Giraffe" type but of long wheel-base, a point in which so many of the machines of this pattern fail. I find it most comfortable and quite free from side slip, while its cleanliness makes it an ideal mount for winter riding. It is also fairly fast, but I can not agree with the expressed opinions of one or two press men in this country that this class of cycle is as speedy as the low safety, for I am certain that it is not. It is always a pity to claim more for any particular pattern than it deserves, and I think that the high-framed safeties are touring machines and no more; but after all is not that what most of us require? The only thing I should like to see altered in the machine which Messrs. Starley Bros. have lent me would be the insertion of a small bridge between the light perpendicular tubes from the saddle lug to the rear of the back forks, about two inches above the wheel, which would considerably

strengthen the machine. This is done on the full roadsters where a mud-guard is used, and would I think be a great improvement on machines of the lighter pattern. At present, however, we have not many high safeties about, at any rate in the London district, and they do not appear to have caught on with the rapidity which marked the introduction of the front driver.

Elswick Factory Rebuilt.

The new works built by the Elswick Cycle Co. at Newcastle-on-Tyne are now in thoroughgoing order, and the factory is one of the most complete in the world. It will be remembered that the old works were completely destroyed by fire on November 3, and therefore it will be seen that no time has been lost in getting out the designs and in erecting the new premises. The gear-case, bearings, and chain making departments are all separate, as is that for the construction of the celebrated Elswick hubs, in which the adjustment is effected by means of a collar screwing into the hub itself, an arrangement which renders the bearing as nearly dust-proof as possible. The Elswick cycles for '94 will be even better than ever.

It is strange, passing strange, but it is none the less a fact, that a whole fortnight has gone by without the formation of a new tire company. Why, oh why, is this? Surely the numerous inventors of the "only perfect cycle tire" are not really going to give us a rest.

Lycett's pneumatic saddle has been still further improved and the new pattern should give every satisfaction. I am very much pleased with my experience of the '93 Lycett, and if I am not greatly mistaken the '94 will be even better.

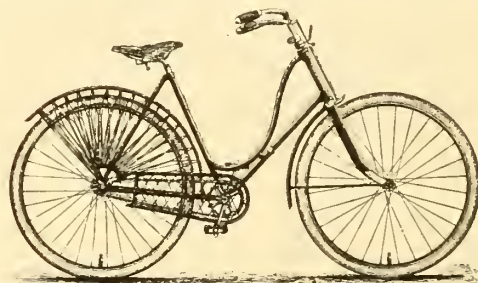
WILL O' THE WISP.

A Few of This Year's Crop of Sterlings.

President C. W. Dickerson, of the Sterling Cycle Works, is much pleased with the way his wheels caught the popular fancy at both of the shows. He is said to have nearly run out of his stock of blishes because of the many compliments showered upon the Sterling in New York and Philadelphia. Mr. Dickerson has a wheel to be proud of. The racer, especially, is one of the handsomest wheels on the market. It weighs but nineteen pounds, has a narrow tread and a forty-three and one-half inch wheel base. Drop forgings of special steel, perfectly brazed and tested, are used in this machine. The Lady Sterling is another fine bicycle. It is made of Mannesmann tubing, eighteen and twenty gauge, and has the famous Sterling corrugated hubs and changeable sprocket. Wood rims are used and



Sterling Racer.



Lady Sterling.

M. & W., Palmer, or G. & J. tires fitted to them. The wheel weighs but twenty-eight pounds and lists at \$135. The racer will sell at \$160.

The Model E, full roadster, weighs thirty-one pounds when fitted with hollow rims and road tires, but two pounds are saved by the use of wood rims. It is fitted with a brake and flexible mudguards; eighteen and twenty gauge Mannesmann tubing, reinforced at the joints where the strain is heaviest, is used in the construction of the frame. The connections are drop-forged from selected steel. The spokes are needle drawn from Atlas steel piano wire, tested to 950 pounds breaking strain, and are fitted to the corrugated hubs. The wheel base is forty-three and one-half inches, the tread six and five-eighths inches, and the head nine and one-half inches.



Model E Full Roadster.

H. Ashley Sackett, who created a sensation in Chicago last week by eloping with Miss Davidson, of Elkhart, Ind., is wanted by the Monarch Cycle Co., who are said to have been beaten out of \$500 by him. Sackett was not known in the trade, and sold Monarchs on commission. He is said to have secured wheels, sold them, and never settled with the company.


M. H. Burt, the Wichita giant, can now claim to be the heaviest racing man on the track. He weighs 205 pounds. Burt is about to go into the bicycle business in Wichita.

Amos Shirley, American representative of the New Howe, was in Chicago last Wednesday.

THE BEARINGS

Vol IX
No 3

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, FEB. 16, 1894.

SYRACUSE IS RECOGNIZED.

Chief Consul Luscomb will Appoint one of the Riders of that City to a Place on the State Racing Board—A Rival to Bliss.

SYRACUSE, N. Y., Feb. 13.—When Chief Consul Charles H. Luscomb, of the New York division, addressed a communication to F. R. Hazard, president of the Syracuse Athletic Association, requesting the presidents of this organization and the Century C. C. to decide upon some individual who would be willing to take upon himself the duties of a member of the state racing board, the time arrived which has long been looked for when Syracuse is recognized by the League and its importance illustrated in wheeling interests. Mr. Luscomb took particular pains to inquire into the status of cycling in the Saline City and so thoroughly was he awakened by the interest taken here, and the fact that the association is one of the largest League clubs in the United States, that he decided to honor the city with this appointment. What a furore of excitement it created when the astounding information was given to the public. "What! Syracuse to have a representation on the state racing board," echoed voices from every hand. That's what Mr. Luscomb's epistle meant and the next thing was to find the right sort of a person who could fill the position without allowing a prejudice for either club to handicap his good judgment.

When it is considered that the local organizations are at daggers' points with each other, it is an extremely hard matter to hit upon the right man. Thus far in the canvass but two names have been suggested, and either would make a desirable member of the board. C. Arthur Benjamin, the hero of many a race meet in central New York, and a cyclist thoroughly interested in the League, is one of the persons. Too much can not be said about Mr. Benjamin, but he will have a most able antagonist in C. Edward Wood, known perhaps to about every cycling journal in existence. Mr. Wood has the friendship of Chairman Raymond, and no little secret correspondence has passed between them. Mr. Wood also works in the interests of good roads, and is the state centurion of the Century Road Club of America. This little matter has assumed serious proportions, for the men are members of rival clubs, and each is making a stringent effort to land the plum.

While the comment on the aforesaid controversy is forming a topic of conversation here, there is room left for conjecture on the proposed training track and the trainer which the Syracuse Athletic Association is going to furnish its members. The riders looked with no little envy at the wonderful results accomplished in turning out men in Buffalo, and the S. A. A. cycling captain has vowed to bring a man into the field this year to rival Bliss and Dirnberger. That such an individual exists in Syracuse is well known. John Wilkinson is the important personage, and the fact that he rode a half-mile last summer in the amazing (for Syracuse) time of 1:02 1-5, stamps him a comer when he is foisted before the public after a siege of hard work. John H. Gardner and E. W. Murray will attempt to equal some of the cracks. That is the present status in Syracuse, and from present appearances cycling is going to be "the thing" here before another quarter of a year rolls round.

A rumor that John S. Johnson would not ride a wheel manufactured by E. C. Stearns & Co. this year is denounced by a member of that concern as false. H. E. Maslin says that no arrangements have been made with Johnson as yet, but there was nothing in sight which hinted that he would not ride a Stearns' wheel. Tom Silverhair Eck told a BEARINGS' correspondent that while Bliss and Dirnberger had copied his method of breaking records, he had something in mind that would revolutionize the best time for every distance. What this mysterious method was Mr. Eck would not disclose, but he gave the correspondent an assurance of it, and emphasized his words by saying, "As sure as Heaven." The man really must have something in mind with which he intends to startle the public. Tom is ingenious; so much so in fact that he is dreaded. But he makes Johnson go, and that comes pretty near solving the problem.

"Will Johnson ride for the Century Cycling Club this year?" is a query often asked.

If Johnson claims Syracuse for his stopping place during the summer months of '94 he will proudly wear the emblem and support the standard of the Century Cycling Club.

AN ICE CYCLE.

A Milwaukee Fireman Rigs up a Machine and Beats Several Skaters—Two Waukesha Road Races to be Held this Year.

MILWAUKEE, WIS., Feb. 14.—Peter Weber, a member of the Milwaukee fire department, has invented an ice bicycle that promises to enable fast riding on ice. The machine is built on the lines of the ordinary with the exception of the tires. Instead of rubber, aluminum tires are used on the ice bicycle. The tire of the front wheel is shaped almost the same as the ordinary tire, with the exception that it tapers to a point where the tire comes in contact with the ice, so that when the wheel is ridden the point cuts into the ice about an eighth of an inch. The rear wheel tire is round, as an ordinary rubber tire. On the sides are small spurs which plow into the ice and prevent the wheel from slipping when force is applied to the pedals; or to the side, and throwing the rider off when a corner is turned. This arrangement makes it possible to ride at a fair speed. The aluminum tires make the machine light and strong.

A test of the wheel was made by Mr. Weber on last Sunday. The test was very satisfactory to the inventor and those who saw the experiment. A race was held with skaters which resulted in favor of the bicycle rider. There was no difficulty experienced in riding around a small circle or making short turns. The only point that was open for improvement was getting a fast start. This Mr. Weber hopes to overcome by improving the points on the wheels. Mr. Weber has spent considerable time and money on the invention and is confident that he can improve the wheel so that it will be perfect for ice riding. The inventor thinks that after he makes further improvements that a speed can be acquired on the machine that will equal that on the ordinary track. Several ice bicycles have been invented, but none have given as good service as that of the fireman.

The Milwaukee Wheelmen have decided not to join the Association of Cycling Clubs and are making preparations for the coming season's race meets. The feature of the club's events will be the Waukesha road race, which the club members say will be grander than ever. The race will again be held on the Fourth of July. The club is also planning to hold a local meet and will make a bid to secure a place on the international circuit. The date for the local meet has not been decided upon. It is now quite sure that there will be two Waukesha races held here this year. The Wheelmen will give theirs on the Fourth of July, while the association, which will probably be composed of the North Side and the Mercury clubs, and possibly the Bay View Club, will hold a race over the Waukesha course on June 16. Several valuable prizes have been promised for the latter race.

Edward Vogel, one of the fastest riders of this city, is training steadily and is in almost perfect riding condition. He rode under the colors of the defunct Telegram Club last year, and will probably wear the colors of the Milwaukee Wheelmen this season.

The Milwaukee Wheelmen are making active preparations for the annual minstrel show at the Academy of Music some time near Easter.

Martin Rotier, W. L. Simonds, and H. L. Baldwin, of Racine, will leave for the annual assembly of the L. A. W. the latter part of the week. A. Cressy Morrison was also elected a delegate but will be unable to go on account of business. The delegates are uninstructed as to the negro question and the maintenance of *Good Roads*.

A. A. Zimmerman has been in New York complaining that the diamond he won at Milwaukee last season, which was rated at \$225, was worth less than \$100. The Milwaukee Wheelmen have a bill showing that the gem in question cost just \$175 wholesale. Chairman Andrae, of the racing board of the Milwaukee Wheelmen, says that next season all prizes will be accompanied by a certificate sworn before a notary public showing their values. Complainers will then have no room for "kicks."

Off for Louisville.

The western delegation to the National Assembly at Louisville will leave Chicago on the Monon line tomorrow evening at 8:32 and will be accompanied by a party of a half-dozen from Denver, one or more from Omaha, and a number from Wisconsin. One of the finest sleepers on the line has been secured for the party. Louisville will be reached on Sunday morning.

JUST LIKE HERNE HILL.

Boston to Have a Track Made of Wooden Battens—Booming the Hub for the League Meet—Press Club Election.

BOSTON, MASS., Feb. 10.—Boston is to have another track, and that it is to be a first-class one is assured by the man who is at the back of it. For years Franklin Trotting Park at Saugus has been famous for its horse meetings. It has seen some of the best sport that Boston has ever been treated to. James O. Gray has had charge of the track—which is a mile one—for the last two seasons and all that time the cyclists have been urging him to put in a cycle track there. All the seating accommodations are there and the judges' stand, and the fittings for a good track. The track is in the center of a large cycling contingent and the car accommodations are excellent, a line of electric running directly to the gates. The plans are not yet completed, and there is some difference of opinion as to what is the best size—a three or a four lap track. It is very probable, however, that it will be three laps, as the riders think they can make faster time on it. The top surface will be of wood battens like Herne Hill.

They had a meeting at the Press Cycling Club the other day, and they have been expecting for a long time that that meeting would be a hot one. But it wasn't. Since the Press Club was founded there has always been more or less heartburning and jealousy between the legitimate press men and those who have crept into the organization from time to time. Like all class organizations, it has been found impossible to keep this strictly a press club. Men have been made members who never saw a press and who, perhaps, never read a newspaper or a book. The constitution stated that only press men could hold certain positions. This has been amended so that other men may occupy certain positions now. The election has caused some interest among local wheelmen and the officers are as follows: President, C. W. Froudinier; vice president, W. C. Grout; secretary, Austin W. Pease; treasurer, A. H. Gauladet.

Several of the local clubs have appointed committees to assist Chief Consul Perkins in opposing bad ordinances. This is a very practical work, and the clubs have begun in this way an organized systematic plan to oppose obnoxious ordinances.

The A. C. C. blacklist is already producing fruit, and the men are paying up their back dues. They prefer to do this rather than be blacklisted on the official list and branded as dead beats by all. The Malden Club has given some of its back dues into the hands of a legal collector to collect.

They say that Dirnberger is expected to locate in the Boston office of the wheel he rides very soon, and the Press Club already has its eye on him. Rumors are current to the effect that he will ride under their colors this year.

The annual meeting of the Massachusetts Club was held the other evening, and the club showed its wisdom by electing a model board of officers. Emory J. Tippet was re-elected president and E. W. McGlennen vice-president. Mr. McGlennen deserves the position, if a man ever did deserve a position by hard work, and it is refreshing to see hard work, merit, and talent recognized in this way. It is thus recognized too seldom in our wheel clubs. A change was made in the treasurer'ship. A. D. Peck, the only "Lon" was again elected captain. There was no one else even thought of, and the Massachusetts Club would not be the Massachusetts Club without "Lon" at its head on the road. When he says "line up," why they simply line up—that's all there is to it.

Chief Consul Perkins has presented a bill which at last seems to meet the needs of all concerned in relation to bicycling, and has so worded it that the provisions in it will be uniform through the state. The bill is as follows:

Section 1. Except by and with the consent of the mayor of a city or the selectmen of a town, no person shall ride a bicycle, tricycle, or other vehicle propelled by himself, on a public road or bridge, unless there be attached thereto a bell, gong, or other mechanical device intended for alarm or signal, nor at a speed faster than ten miles an hour, nor on any public sidewalk that is laid out and designated as such.

Sec. 2. Whoever offends against the provisions of the preceding section shall forfeit a sum not exceeding \$20, but every complaint therefor shall be made within thirty days after the commission of the offense.

Sec. 3. All ordinances of cities or by-laws of towns inconsistent herewith or otherwise restricting the riding of said bicycles, tricycles, or other vehicles in the public roads are hereby made null and void. No city or town shall pass any ordinance or by-law, nor shall the mayor and aldermen, or any officer of any city or town, make any rules or regulations in regard to the passage of bicycles in and through the streets and public way of a city or town.

Even with this wise and all covering bill, one man argued for a bill which should provide an automatic bell ringing all the time.

The other night some of the members of the Cambridgeport Club were going home after a game in the interclub tournament and were having a pretty jolly though perfectly gentlemanly time in the electric car. When they crossed the bridge into Cambridge the car was boarded by two fly policemen, who arrested a couple of them, and then finding out their mistake released them. The club propose to push the matter to the end, no matter what may be, and if possible secure justice.

That petition which has been circulated among the members of the L. A. W. in New England has already 6,000 signers. The A. C. C., of Boston, is making large and responsive efforts to bring the meet to Boston. It is working in the matter as the servant of the division, and of course does not expect that the assembly will award the meet to any club or combination of clubs. This would be contrary to all precedent as the meets are always awarded to divisions and not to clubs. The A. C. C. it is to be expected

understand this and are simply working in the matter for the division. There are officials in this town who are enthusiastic on the subject and who feel sure that the L. A. W. would be much benefited by the visit of the meet to Boston. Mr. A. K. Peck says that the principle of the A. C. C. is to get the sentiment of the L. A. W. members, and ascertain if they want the meet, and then apply for it in the name of the division. Now that the sentiment has been found out, the division will ask for it. This is the method in the hustling of the A. C. C.

QUAKERS FOR LUSCOMB.

PHILADELPHIA, PA., Feb. 12.—The Pennsylvania division delegates to the National Assembly will start for their destination on Friday. They will practically go to Louisville as a unit in favor of retrenchment and reform. Luscomb, Williston, Perkins, and Mergenthaler are their choice for new officers. Their policy in brief is to vote against a salary for the president at this time, making the office of secretary an appointment, and asking for the continuance of *Good Roads* on a reformed basis, a weekly organ either in open contract or under the direct control of the League publication bureau. The insertion of the word "white" in the constitution will be opposed and they will favor Asbury Park for the national meet and uphold Chairman Raymond and the Racing Board in what they think best on the amateur question.

Much satisfaction and pleasure was experienced during the past week among the large army of cyclists in the Twenty-Second ward, especially among the members of the Wissahicken Wheelmen, of Germantown, by the wise action of Chief Consul Boyle in appointing J. H. Gessleman, of the Wissahicken Wheelmen, as consul for that district. The position was formerly held by Marriott Morris, of Germantown, who resigned some time ago.

The repetition of the Midway Plaisance smoker of the Park Avenue Wheelmen at the clubhouse, 2013 North Broad street, on Saturday evening next, is being looked forward to with increasing interest by those who have been lucky enough to secure tickets. The recent performance of the same character will be improved upon and a number of novelties introduced. The fame of the entertainment has reached the ears of the members of the Athletic Club of the Schuylkill Navy and now that organization is dickering with the Park Avenue Co. to give a performance at the former's clubhouse, Seventeenth and Arch streets. The matter will be decided in a few days.

The fifth anniversary of the Oxford Wheelmen, one of the largest of the twenty-six local clubs, will shortly be celebrated in a fitting manner by a banquet at the clubhouse some time in April. The subject of the annual outing trip of this club for the coming summer is also being discussed. Several different destinations have been suggested, the one meeting with the most favor being a tour down in the Shenandoah Valley to Luray caverns by way of the Schuylkill, Lebanon, and Cumberland valleys, returning via Washington and Baltimore.

There is also talk being indulged in by the Columbia Cyclers as to the destination of their annual run next summer. It has almost been decided to go to Hagerstown, Reading, and the country surrounding.

The pinochle tournament of the Americus Wheelmen, which has been in progress for over a month, was brought to a close last week, with Messrs. Massman and Myers the winners. They participated in thirty-three games scoring an average of 1,490 points per game.

Bay State B. C. Banquet.

WORCESTER, MASS., Feb. 11.—The banquet of the Bay State Bicycle Club last Thursday evening was a huge success. There were a number of invited guests present including Chief Consul Perkins, of Boston, and Vice Consul Miller, of Springfield. After an excellent collation had been disposed of the following toasts were responded to, Herman Schervée acting as toastmaster: "The Chief Consul," George A. Perkins; "Racing," D. Edward Miller; "Cycling in the West," Geo. K. Barrett; "A Day on the Wheel," B. A. Lamont; "Consolidation," Arthur O. Knight; "The Night Before the Races," J. W. Murphy; "Phrenology," H. K. Gardner. The banjo, guitar, and mandolin club, composed of members of the bicycle club, discoursed music and Charles Moore gave a clever exhibition with a baton.

Chicago Wants a Date.

Chicago will make application for a place on the big circuits this summer and endeavor to give a meet that will eclipse all previous efforts. At the annual meeting of the Associated Cycling Clubs at the Grand Pacific last Tuesday night it was decided to have a committee appointed to look into the matter thoroughly and apply to Chairman Raymond for dates. It was also decided to have another committee see the park commissioners on all sides of the city and appeal to them to lay out tracks in the parks for the wheelmen. The annual election resulted as follows: F. J. Fanning, Illinois C. C., president; H. P. Walden, Chicago C. C., first vice-president; F. Ed Spooner, Ravenswood C. C., second vice-president; A. W. Roth, Æolus C. C., treasurer. The office of secretary was left vacant until the next meeting, two weeks hence.

Professionals, Attention!

An eight-day race, six hours a day, is being arranged in Paris for March 11. The Frenchmen intend to make the race one of the largest ever held in France, and want Schock, Waller, and Ashinger to compete. These gentlemen are requested to communicate at once with THE BEARINGS, and they will learn something to their advantage.

WHEELER IN ITALY.

Mr. Frank Bowden Describes the American's Visit to Florence and Milan—Italian Racing Men.

A glorious December day, mild as early English summer, was drawing to a close when Harry Wheeler and I, tired out by our long journey in that disgrace to modern civilization an Italian twenty-five-miles-an-hour express train, bumped our weary way over the last few miles of execrable track, and at last, just as the short twilight ended, came in view of the bell towers of beautiful Florence, says Frank Bowden, manager of the Raleigh Cycle Co., in *Cycling*. At the station we were met by a number of prominent wheelmen, Italians, Americans, and English, who kindly escorted us to our hotel, and then at once wisely left us to supper and repose.

A few steps from our lodging was Il Duomo, the cathedral, its marble facades adorned by endless carvings, statues, and pictures in mosaic, specially entrancing by moonlight. Opposite is the baptistry, with its famous bronze gates, the delight of artists; a little way down the street and we come to the Palazzo Vecchio, the offices of the ancient and modern rulers of Florence. This is in the Piazza del Signoria, where is also the Loggia d'Orcagna, a covered terrace erected 500 years ago, whence the magistrates might address the people, and now containing the bronze Perseus of Benvenuto Cellini, and other beautiful statues. Close by is the famous Uffizi Gallery, where Wheeler and I spent a morning among masterpieces of painting and sculpture.

Cycling is a luxury in Florence, each bicycle being taxed eighteen francs a year; but although the wheelmen think the tax too high, they are quite willing to pay, because it insures their rights and keeps them free from cads on casters. The tax has certainly made cycling select and brought it into favor with the Florentine nobility, of whom the following are cyclists: The Princes Corsini, Princes R. and G. Carafa, Duke Leone Strozzi, the Marquises Corrigini, Franzoni, Gerini, Ricci, Fabbrini, Ginori, Flori, Ridolfe, the Marquise de Talleyrand, Barons Stabile, Ziotti, and Lumbroso, Baroness de Cortone, Count and Countess Fabbriotti, and Counts I. A. and G. Bastogi, Ottolenghi, Gherardesca, Ginnasi, Philipson, Pandolfine, Fabbri, Canevaro, Rossi, and Pirelli. The only resident member of the royal family, the Duc d'Aosta, is also a cyclist.

Some articles have appeared in English cycling journals sneering at the Italian nobility as though they were as numerous and common as peas, but the writers simply showed their gross ignorance of the country and its history. Among the above names will be found the worthy descendants of the makers of Florence, many of whom were pointed out to me as they drove in their carriages in the Cascine, the Hyde Park of Florence—and a remarkably handsome manly set they were.

I will refer to one only, the Duke Strozzi, to whose influence cyclists are indebted for free circulation in the streets of Florence, which was at first forbidden. The duke is a handsome man, about forty years of age, dark, as usual with Italians, with a large glossy black beard, such as I have seen in many an old painting. He and his ancestors have resided in the Strozzi Palace for 400 years. It is one of the most striking in Florence, contains some good pictures on view once a week, and the ancient iron lantern rings and torchholders which adorn the outer walls, the work of famous men, are known to every student of art.

The Florence C. C. is a flourishing institution with headquarters close by the entrance to the Public Gardens, and less than a mile from the center of the city. It possesses a house with splendidly fitted dressing-rooms that overlook the club's excellent cement track of three laps to the kilometer, modeled after the Buffalo track at Paris. The president, Signor Alberti, and about forty of the racing members gave Wheeler a reception, and at their request he mounted and rode a few times round the track, to show the American position, which is much more forward than that of any European rider I know, except August Lehr. The Italian position is very far back, which is, I think, the reason why the Italian cyclers have not sprinted so well as one would expect of such powerful riders. The club, which holds race meetings twice a year, gives on each occasion prizes amounting to about £400 in cash and *objets d'art*; it does not seek to make a profit. The club members entertained us royally during our stay, and the following *menu*, from memory of an Italian dinner to which we were invited by the president, may prove interesting to most of your readers:

1st course.—Scrambled chicken livers on toast, dried anchovies, sardines, bread and butter, wine of Orvieto.

2d.—Soup with grated cheese and Cappolini.

3d.—Roast lamb, roast turkey, roasted potatoes, Chianti wine and Vino Santo (sacred wine).

4th.—Pate de foie gras.

5th.—Roast beef.

6th.—Whipped cream with rolled wafers, tarts, figs, raisins, candy, nuts, apples, pears, a fourth kind of Italian wine, and coffee.

This was followed by a dance, in which the Italians also excel.

The principal racing men in Florence are Messrs. Dani, Colombo, Dunne, Ginnasi, Gilmore, M. and E. Conti, Bonini, and Carelli.

We all know what an English professional is like. Now let us study an "Italian professional," that being the title invariably applied by English writers to a foreign cyclist who competes in cash prize races, the word being frequently used so as to make the reader believe that such men are of the same class as the English "pro."

Signor Amedeo Alajmo, who we had the pleasure of meeting at Florence, is a member of a notable Roman family, his father being one of

the secretaries at the king's palace. Amedeo is second to none in Italy as a rider, his winnings in 1893 amounting to 18,000 francs, or at the present rate of exchange about £650.

He is twenty years of age, five feet ten inches in height, racing weight ten stone, slim, dark, and handsome, small black mustache, hair brushed back from forehead, wiry, full of nervous force, dresses with great taste, and as the French would say is "*tout-a-fait un elegant*." Signor Alajmo passed his final examination as a solicitor at Turin one morning during the last season, and in the afternoon was winning races at Milan. He speaks English, French, and German, and is to a large extent self taught, it having been a custom of his, for a long period, even when racing, to go to bed at 7:30 p. m., rise at 4:30 a. m., and study till 10 before breakfast.

He said to me, "Of course I have been offered money to ride machines, but I will not accept it."

Five days of delightful weather, going about all day without overcoats in the warm sun, passed too quickly, and then a Pullman sleeping-car bore us away from dear, delightful Florence, and kind friends, too numerous to mention, and landed us at 6 a. m. in the much colder air of Milan. Yet still the same cloudless sky, and the light exhilarating air that makes one feel how good it is to live.

Milan is the most thriving city of Italy, famous for its manufactures, not the smallest of which is a cycle factory turning out some 3,000 machines yearly. The hardy Milanese, men of the north, are more energetic than their southern compatriots. Cycling flourishes there, and as you go south through the Italian kingdom the interest in it grows less until it becomes an unknown quantity in most of Sicily, where brigandage and revolution are more to their taste.

At Milan we had the pleasure of meeting some of Italy's fastest wheelmen. Among them I remember Messrs. Tarlarini, Buni, Cantu, Pasta, Ruscelli, the brothers Nuvolari, and Moreschi. The Milan track is of cement, a little over a third of a mile in circumference, broad, and with easy curves well banked. It is on the outskirts of the city, and three of us made a trip there in a cab at the large expenditure of 9½d. for the crowd. We are much indebted to Messrs. Radaelli and Gorla, in particular, for their kind escort during our short stay at Milan.

Too soon the time comes when we are obliged to say "*au revoir*" to our good Italian friends, in full expectation of seeing them again in a few months. Once more we take the long and tiring journey toward England feeling it but little during the day spent in traveling via Turin, toward Modane, for the sun shines upon us and not a cloud appears in sight till once more we are climbing among the Alpine valleys, steadily onward and upward.

The air becomes colder and colder, and we reach snow; it gets deeper; the numerous streams that cross our path have frozen and spread themselves in glassy brightness over the little orchards. We rub the windows to clean them of our congealed breath, and see that the valley below has become dull and somber, but the beautiful deep blue sky is still over us, and the last rays of the setting sun are giving the snow-clad mountain tops a warm and rosy hue. How bright and beautiful it is up there; glad thoughts come trooping before us of our happy days in the sunny south; when suddenly a whistle sounds, loud and long; and with a rush and a roar we are torn from our pleasant musings and the bright sunshine, and plunged into the Cimmerian gloom of the Mont Cenis tunnel.

Chicago Cycling Club in its New House.

The Chicago Cycling Club moved into its new home yesterday. The former home of the Farragut Boat Club has been renovated, and when the three C's members walked through the spacious door last evening they found a clubhouse to be proud of. The building is fitted up with a large dance hall and gymnasium, bowling alleys, billiard rooms, and all those little things that go to make a club comfortable.

"Choppy" Warburton Dead.

LONDON, Feb. 3.—"Choppy" Warburton is dead. A brief wire brought the news to London yesterday. In his early days a runner, "Choppy" became known to all visitors to Herne Hill in late years as the trainer of F. J. Osmond, Linton, Schofield, and others. He must have died very suddenly as on Sunday last he was present at the Linton-Dubois return match in Paris—won by the latter—and at the Palmer banquet in the evening.

St. Joe, Mo., gives a meet on Decoration Day. Waltham gives a meet on the same day. With track race meets being given on this day of all days in the year when road races have heretofore held sway, the attendance of the crack racing men of the path in the road events will be very slim. Manager Atkins, of the Rambler team, says that none of his men will be competitors in the road races, as the track events begin so much earlier this season than heretofore.

The Chicago Century Wheelmen and the North Side Cycling Club, of Chicago, have disbanded owing to the hard times and inability to collect the dues outstanding. Many more clubs in this city and in other cities will go the same way unless they can force delinquents to pay up.

The old-time racing man Joe Crennan starts on a trip through Europe this week. Crennan is now in the wholesale cigar business for himself and is doing nicely.

It is now G. Fulton Taylor. This is the same Taylor who was seen on the racing path last season, but he is now parting his name in the middle.

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GEO. K. BARRETT, EDITOR.

THE LEAGUE ORGAN.

The National Assembly will be called on next week to make some provision for a League organ other than the one it has now. It will have a difficult problem to solve. The time has passed when a weekly paper can be give to nearly 40,000 people for nothing. The publishers of *Bicycling World* have found that they can not give even an apology for a paper, on this basis, without losing, in spite of a very liberal advertising patronage, a considerable sum every year. Had the paper been of a higher grade the loss would have been more. The paper itself would have cost more, and it would have resulted in an increased membership for the League, which would have meant more papers and more loss. It was to the advantage of the publishers that the League membership be kept at the lowest ebb.

The League must grow, and it must have an organ of some kind. But it can not get an organ of any sort without paying for it, and can not get an organ weekly, which will in any particular fitly represent it, without paying a far greater price than it can afford to pay. The League may be able to get a small paper, poorly printed by fast running presses, on poor paper, for a sum that it or its members can afford, but it is absolutely impossible to get a paper that is even fairly good for any moderate sum.

What then is to be had? A monthly.

A monthly can be gotten out that will compare favorably with the leading magazines of the day in quality of press work, paper, illustrations, and general excellence, and that for a moderate sum. It can contain a summary of the month's news, all necessary official matter, and for the rest can treat cycling as any of the magazines treat general subjects. It can contain stories, verse, reminiscences, anecdotes, cycling history, and articles on racing, touring, and every phase of cycling, as well as cycling celebrities, all fully illustrated. It should not be a trade paper in any sense.

Such a magazine can be supported by a small subscription from the individual League members and the advertising patronage it would receive.

It would be such a publication as neither the League nor cycling itself has yet seen; it would be the king of all sportsmen's publications. Does the League want it? At least one proposition will be made to the Assembly for such a magazine. It remains to be seen if the proposition will be taken advantage of.

WORK FOR THE ASSEMBLY.

That there is a vast amount of work awaiting the National Assembly when it convenes at Louisville on the nineteenth of this month is certain. Not only is this the case, but the meeting will unquestionably pass into history as the greatest meeting that has been held up to the present time, Making predictions is at best a hazardous task, but in the present case we may say, without any great danger of becoming a false prophet, that the ticket headed by Luscomb will be elected; that the negro will be barred from the League; that the powers of the executive committee will be greatly

curtailed; that Classes A and B will be adopted, and that some radical changes will be made in the publication of the official organ. We base our prediction of the election of the Luscomb ticket on the strength of the political combination that has been worked between the men on it. They already have their election assured beyond any reasonable chance of doubt. This same political combination carries with it the exclusion of the negro which was practically assured without it. The doings of the present executive committee, or one or more of its members, have been so odorous that the members of the assembly clearly see the necessity of changes. The fact that the committee was given a coat of whitewash does not alter the circumstances in the least. The verdict of the special meeting of the assembly at Buffalo was practically "guilty, but not proven." If the old charges are brought up again, they will be handled in a far different manner from what they were at Buffalo, and the results arrived at will be as different from those arrived at there as day is from night. Chairman Raymond has been working tooth and nail in the interests of the two classes of racing men, for, in spite of statements to the contrary, he is heartily in favor of the two classes, and his work has borne such good results that the two classes are assured. In regard to the *Bulletin*, THE BEARINGS years ago instituted a warfare for a better organ, and was largely instrumental in bringing about the few changes for the better that have been made. Still the *Bulletin* is far from being such an organ as a body like the League of American Wheelmen should have. Many—very, very many—have lost all confidence in the ability of the Wheelman Co. to produce a paper that will fitly represent the League, and are anxious for a radical change. That such a change will be the result of the Louisville meeting seems safe to predict; but just what that change will be it is impossible to say. Many schemes will be discussed, and the whole matter may in the end be referred to the new executive committee, or a special committee, with power to act. It is safe to say, however, that the present contract will be annulled. The Wheelman Co. insist that they have suffered from violation of the contract, and admit that they have violated some of its provisions. It would seem at the first glance that there would be a scarcity of bidders for the contract, but when the time comes for the bid there will be plenty of bidders on hand. Those who are hottest after the contract are the very ones who pretend to care nothing for it. The committee on special publications has not asked for specific bids on any given form of paper, but has practically asked the prominent publishers to give their idea of what sort of publication the League should have, and to tell what they are ready to furnish such a publication for. It is generally admitted that the League members will have to pay something outside the regular dues to get such a paper as they want, and that the paper should go only to those who subscribe for it, allowing those who do not care for the paper to save whatever price is put on it.

A SECRET SOCIETY FOR WHEELMEN.

In the Christmas issue of THE BEARINGS we advanced a scheme for the formation of a secret society among wheelmen and invited correspondence on the subject. Since that time we have received a great many letters from prominent wheelmen all over the country who favor the scheme. So many in fact that we feel assured that it can be made a great success if properly started. To start it properly would require the assistance of the leaders among the wheelmen of today. There could be no more fitting time than the coming week when the National Assembly meets at Louisville. One correspondent, who is a member of several secret organizations, waxes enthusiastic over the matter and suggests the following men as fitted to launch the enterprise: Albert Mott, Dr. W. J. Packwood, Abbott Bassett, Lon Peck, Dave Post, I. B. Potter, O. S. Bunnell, W. A. Skinkle, George Collister, A. H. Griffith, J. A. McGuire, J. E. Poorman, Robert Holm, and Sterling Elliott. While a great many good names could with benefit be added to this list, it contains enough as it now stands to start the organization on a sound footing. In the beginning it would not be well to attempt too much. Simply get the society started and it will work out its own destiny. If the men whose names we have mentioned, with such others as favor the scheme, will get together at Louisville, we feel certain that the society will be an assured success. Will they?

As we said in the beginning, the society would not in any way conflict with the League of American Wheelmen.

STRAY SHOTS.

For the L. A. W. Meet.

But a few days more remain before the National Assembly meet, and still there is but little to indicate what the choice of the assembly will be for a place to hold the national meet. Up to the fore part of this week Boston, which to outward appearances has been making a strong bid for the meet, had not asked the help of the Massachusetts division board of officers, through whom they will have to make their application to the assembly. Asbury Park and Denver are both after it, and it is impossible to say which has the best chance for it. Boston can hardly get the plum, and she will

hurt the chances of Asbury Park, so that if there is any favorite in the running it is Denver. And we do not think that it would be amiss to have the meet in what the easterners are wont to call the far west—despite the fact that it is only about half-way between Chicago and the Pacific. The only possible objection is the distance that a great many of the members would have to travel; and in justice to the many riders in the west, who have had to suffer this same difficulty in all previous meets, the prize should be awarded to the Colorado city.

Watts is Against Class B.

While at the Philadelphia show W. W. Watts was busily engaged calling upon a number of the amateurs in regard to the annual trip of the Kentucky Wheelmen, which, as previously announced in *THE BEARINGS*, will this year be in the form of a boating trip on the Ohio, on one of the largest boats that runs on that historic river. Mr. Watts saw a number of the men, and on his promise that the racing men would be provided with a special table for their accommodation, received the promises of several to take part. Mr. Watts was in the east on law business and was very busy while at the show canvassing for opinions on the two-class rule. In this opinion this two-class rule will be adopted to the sorrow of the League of American Wheelmen. "We can not legislate against the racing men and we must legislate to fit the case as we find it," said Mr. Watts. "I think that there should be but one class of amateurs, but we have found that rules, no matter how strict, will be disobeyed. I shall fight for a pure amateur rule, but with little chance of success, I am afraid." Mr. Watts is very sure that the "white" clause will go through this time and in this respect is greatly pleased.

Taxis' Case.

W. W. Taxis would, under no conditions, allow his friends, who were willing to do so, to get up a monster petition for his reinstatement, at the Philadelphia show. He said that he had applied in proper form for reinstatement, and that as he had done nothing in the way of cash-prize work since his suspension, he was of the opinion that the National Assembly would act favorably on his application. "It will be all right, I think," said he; "and if I get back into the ranks I will never do another thing to incur the displeasure of the powers that be. I expect to get back, and I do not think that anything that my friends can do will help my case. I thank all of them from the bottom of my heart for their kind actions. I will let the case stand where it is at present, and will trust to the leniency of the assembly." Taxis has made a number of friends by his action in this matter, who will work hard for him at Louisville.

Worked the Makers.

A rubber firm recently told a *BEARINGS*' representative that his firm had caught a well-known professional in a questionable trick. They had promised him a certain amount to ride their tire this season, and had found, after paying him the first check, that he was at the same time drawing money from at least three other firms for the same thing. They at once ordered the cancellation of the check sent, and stopped a shipment of tires.

How to Make Wheels Resilient.

While Paul Grosch, the well-known racing man, was traveling through New York state in the interest of the Lyndhurst, he came across a salesman who was traveling for a wheel with wooden spokes. This salesman told a hardware dealer in one of the towns visited by Grosch that "steel spokes are no good; they make the wheel too stiff. Why, all the racing men always loosen their spokes in order to make the wheel resilient." And the dealer is said to have believed this story.

Didn't Patronize Advertising Columns.

Part of the reason that the daily newspapers do not take more interest in the cash prize races was revealed in a talk with the editor of a prominent paper in the east last week, when he said, "The matter started out all right, but they tried to work the papers for a lot of free advertising without giving anything in return." It was suggested that baseball was the same and this was denied, for the baseball people always advertise liberally in the amusement column, it was claimed.

No Money in Amateur Racing.

A Bloomingdale (Ill.) reporter recently interviewed A. E. Lumsden, and in his report said, "Mr. Lumsden has discovered that there is not much money in amateur racing. * * * Mr. Lumsden is much interested in the hard road question and has done considerable work toward compiling the huge petition recently sent to Congress, praying for a department of good roads."

How the Cracks Train.

Dan Smith, of the New York *Herald*, has a book in press which will deal with the training methods of all the different men on the path who have gained prominence. These articles will be written for him by the men themselves. Zimmerman has an article in the book and so will Sanger, Johnson, and Dirnberger.

Anent the Negro Question.

Since *THE BEARINGS* came out some time ago as squarely opposed to the admission of the negro to the League, we have received nearly a hundred letters from the prominent members of the League—not all from the south either—commending our action.

TRYING TO "SQUARE" HIMSELF.

BALTIMORE, MD., Feb. 12.—Bernard Depkin is the name of a tailor in one of the uptown wards. By the will of the political powers here he was put into the city council. Since then, so says report, he has been swelling with his importance. So large a man is he, that the greater affairs of the city do not afford sufficient scope for his activity, and he must needs blossom out as a lawgiver to the cyclists. Before he had well warmed his council seat he blossomed out with a law of restriction for cyclists. Just before placing it before his brethren of the council a friend whispered that it would be advisable for him to consult Chief Consul Mott. The reformer thought about it and remembered the number of riders in his bailiwick. So he stepped into the office of the chief consul and laid before his astonished eyes the great laws that were to put a ban and blight on all city riding. Restrictions there were without number. When he had recovered from his surprise Mr. Mott told the ambitious tailor a bit of local politico-cycle history. He drew up the vision of the election of a man in a neighboring ward, largely by the vote of the riders, and of the defeat of another by the same power. For five minutes the chief laid down the law, speaking right from the shoulder. When the councilman left, his ordinance was practically in the waste-paper basket. But it occurred that Mr. Depkin, in the flush of his new power, had boasted that he would regulate the cycles, and it would not do to back down on his first proposition, in view of his contemplated onslaught on abuses innumerable. So he must needs make a brave front.

Coasting here had assumed the proportions of an abuse. Certain people had been badly injured by wild novices who insisted on coming down the broad stretches of asphalt at full speed. It was solely on this account that public opinion began to turn against the wheelmen. To restrict coasting was the desire of the older and thinking riders. Mr. Depkin was made aware of this and it was pointed out to him that therein lay an avenue of compromise, where he could make a show of carrying out his pretenses and at the same time not antagonize the wheelmen. So it was that a law was duly passed, with the sanction of the sport, by which a slight penalty was fixed on coasting.

Evidently Mr. Depkin thinks he has some shadow of cycling ill-will overhanging him, and he is trying to make it blow off by introducing a law abolishing lamps. At the last general meeting of the Maryland division resolutions were passed calling for a repeal of the lamp ordinance, which has been in effect three years. Mr. Depkin has seized this as a favorable palliation for his previous intentions. A number of the riders have expressed themselves as really in favor of the lamp ordinance as a matter of both self-protection and protection against adverse public opinion. Mr. Depkin will present a repeal of the lamp ordinance early this week.

Good Way to Get Back Dues.

CLEVELAND, OHIO, Feb. 12.—The C. W. C. election was indeed a warm one. The first action to put the pot into a ferment was the announcement by the board of election that no member's vote would be accepted whose dues for January were unpaid. What a howl went up! But the board was firm and the dollars began to pour into the treasury. As soon as the meeting was called to order the legality of the action taken was brought into question and hotly argued. Finally the club's attorney was called upon to give an opinion. While he was leisurely taking off his overcoat some one moved that the action of the board be sustained. It was immediately seconded and put and won, and the attorney put on his partly removed outer covering without having had a chance to open his mouth. Then came another stream of silver and currency, and by the time the polls were opened the club was over \$150 richer in back dues than it had been early in the evening. Members of the board who were running for office lost some votes by their action but not enough, in any instance, to defeat them. The "youngsters" had Hamm elected before a ballot was cast—in their minds—and relaxed their vigilance a little. The result was that Ralston won by about fifty majority. This result was very discouraging, as ex-Captain Myers was known to be voting enough proxies to count up forty-four for the "youngsters" every time he dropped his ballot into the box. E. B. Lane had an easy victory for first vice, as he seemed to be a favorite with both factions; likewise H. A. Likly for second vice. The contest for the captaincy was next in order. Here is where the "youngsters" had a sure thing, as they could figure upon two proxy votes that would give them a starter of sixty-two. The "old heads" didn't say much out loud, but they worked like beavers and elected Lindmueller by a vote of 138 to 122. For the board of directors, those elected for two years were: C. G. Merrills, W. H. Chubb, W. F. Sayle, and A. H. Hoffman. For one year: Geo. Collister, Jay J. Phelps, B. J. Hamm, and B. E. Carpenter. The new board met Saturday night and elected C. G. Merrills secretary-treasurer and re-elected W. F. Sayle as chairman of the house committee.

H. P. Shupe has sent in his resignation to the Lakeside Club. As Mr. Shupe is the recently elected president of the organization, his resignation has naturally excited some comment and as nearly as can be learned the reason is as follows: The club went to the Cleveland Grays' "Midway" recently in a body and one member in particular made himself so obnoxious to the management that they threatened to eject him from the building. Mr. Shupe took an active part in the "Midway" management and was very much put out over the occurrence, hence the resignation.

The inauguration ball of the C. W. C. Co. was a most enjoyable affair, about eighty couples participating. The hall was tastefully decorated with bunting, Japanese lanterns, etc., and presented a fine appearance. Chairman Sayle's hobby—pink lemonade—flowed like water.

Now Let England Come Over.

England has seen Zimmerman and Sanger. They are now promised Bliss, Bald, and Dirnberger. These latter three are in no way similar to the two former. Zimmerman was the first great American racing man to show himself to our British cousins. That they were wild over him is no surprise; there was good reason for it. So infatuated were they with the Jerseyman that when Sanger's visit was announced they threatened to give that giant a cold reception. But when Sanger went among them they were almost as well pleased with him as they had been with the champion. Of Bliss and Dirnberger English cycling folk know little or nothing. Perhaps they have no opinion to express, either good or ill. But I will venture a prediction: When the British cyclists come to know these two young men their praise will be unstinted.

Your Englishman is a fellow who has an odd way of saying just what he thinks, no matter who hears it. If he had not liked Zimmerman and Sanger no amount of fast riding would have compelled him to say so. That he liked them all the more because he was fore-prejudiced against them goes without saying. That he will dote on little Bliss is a certainty. Bliss has the speed to compel admiration, and the personal manner to provoke strong liking.

Is it not a pity that a few of the British racing men do not return our visits and let us see their faces. Thus far we have had but one—Osmond—and his was a purely business trip. Osmond will not tell his friends that he was ill-treated here. We may blow our own horn now and then, but if we are beaten we do not restrain our applause because it is a foreigner that does it. Ask Meintjes.

I would like to see three or four good long-distance English riders cross over, try us at their game, and—yes—beat us, too. It would establish a good feeling all around and give the British cycling papers something about which to write complacent editorials.

FLASHES OF CYCLING LIFE

BY THE IDLER

PAUL

DEAR, do you know I sometimes doubt your love," said Elaine O'Duggan, as they sat on the sofa together. The light was so low that Paul de Costigan could just see the outlines of the fair young girl's face, although his own was close enough to take a bite out of her forehead.

"Love you!" whispered the young man with the ferocity of a panther. "Does the cow love her cud, does the dog love his bark, does the throat-parched tramp love his beer? Love you, Elaine! you are jesting."

"Look here, you rickety, spavined, crook-backed, spindled-shanked bicycle rider," roared the old man's voice from upstairs, "if you don't get out o' that and stop that foolin' I'll come down there and kick you from here to Halifax. Now git out!"

And he got.

"The Idler's" Tour of the Earth.

I desire to announce in this issue my intention of personally conducting a tour of the world on bicycles some time next summer. I have not yet made up my mind as to the exact date of the departure. That will depend entirely on how the scheme strikes my readers.

It is not my intention to copy any of the old, worn-out methods that have been in vogue since Thomas Stevens, Esq., circumcycled the globe. Our party will not write up its adventures for any publication, and the rules of the expedition impose a severe penalty on any one found with a kodak in his possession. My charges will be moderate. On and after March 1 next my office will be open for business. I will be in every day (Sundays included), and persons so desiring can, between the hours of 1:30 and 1:40, bring me money.

No limit is placed on the amount.

Persons fetching more than \$100 are requested to present gold certificates only.

Positively no receipts given for contributions.

Full notice will be sent to all subscribers the day before party starts. We will visit all the main points of interest on earth, but owing to lack of time the party will not be able to see the north pole. It was the original intention of the projector of this tour to visit both the north and south poles, but we find that if we can manage to run down to the south pole this will have to suffice for the polar part of the tour.

I have been at some pains to communicate with several of the leading curiosities we will take in on our way. I have encouraging letters from a score of kings, princes, and rajahs, but space forbids me to publish more than one or two here.

The Gaekwar of Baroda writes as follows:

"DEAR SIR: Yours to hand, and contents noted. We shall be glad to have you with us, and will do our best to entertain you, one and all. Love to Billy Herrick and the boys."

The Akoond of Swat writes:

"DEAR OLD BOY: The Swats are with you in your little tour. We are colored people down here, but as we hear you are with the pro-negro crowd in the League you need fear no harm from us. Our champion, Mr. Ram-jamjuggargersing, says he will show you over our best country roads. How is friend Skinkle getting along?"

Henry M. Stanley writes:

"Inclosed please find letter of introduction to Boboboto, the King of the Momboutous near Stanley Pool. The pool is on exhibition day and night, and is one of the sights of Africa. Don't fail to see it. Success to you in your enterprise."

But why go on? The reader can see by these letters that we are acting in perfect faith, and that this tour is no catch-penny affair. Our itinerary is too long to publish at this time, but may be had by inclosing \$1.75 in stamps. Suffice it to say that we intend to go at once from bad to worse, and from there to St. Louis, and after that the party will break up, each one going wherever he likes.

Those who intend to take advantage of this extraordinary offer to see the world for comparatively nothing should not miss this opportunity. The Idler alone is worth the price of admission, to say nothing of the Gaekwar, the Akoond, or Boboboto. Each man will carry his own supply of spooopju.

The party expect to be back in the early spring of 1903.

Shakspeare up to Date.

Some men are born great; some achieve greatness, and some are makers' amateurs.

EPHRAHAM JONES' PREDICTION

Dar's a powful agitation in de culled cycle club,
Yo' ken heah de trouble brewin' f'm NewAw'ns to de Hub;
Dar's a tempest comin', honey, an' as sho' as yo's a coon,
Dar's gwine to be some carvin' done an't can't be done too soon.
De white trash tink's dey run de league but, say, yo' heah me shout?
Dar's gwine to be some carvin'

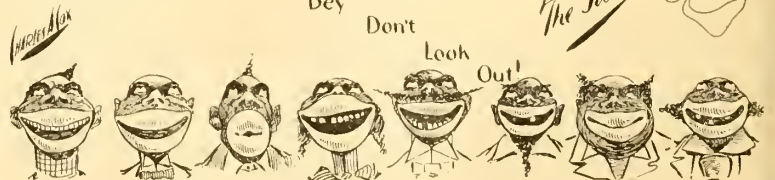
Ef
Dey
Don't
Look
Out!

Dar wuz a gen'l meetin' at de club house Sat'day night,
An' resolutions passed de board 'boutcludin' dat word "white";
De 'nanimous declaration 'gin de 'mendment wuz so strong
Dat dey had to frow de winders up fo' we could git along.
Dar's trouble comin' an' I knows 'jes' what I'm talkin' 'bout;
Fur dar's gwine to be some carvin'

Ef
Dey
Don't
Look
Out!

De culled population ain't a talkin' wif it's mouf
Wen 't says 'twont stan' no foolin' f'm de gen'men in de Souf;
Dar is heaps ob 'spect'ble pussons buyin' razahs ebery day,
An' wat's a gwine to happen—well I can't persackly say;
But I tells yo', honey, yo' be kind o' 'tickle' wat's yo's 'bout,
Case dar's gwine to be some carvin'

Ef
Dey
Don't
Look
Out!



The Idler

Model 37

Columbia

Price \$150.



This Special Road Racer marks the extreme limit to which regular bicycle construction has thus far gone in grace and lightness combined with strength and durability. It is regularly fitted with wood rims and Columbia racing tires, and weighs $21\frac{1}{2}$ pounds. As an all around light machine, it is already attracting much attention, and will be hard to beat.

Catalogue free at Columbia agencies, or mailed for two two-cent stamps.

POPE MFG. CO., BOSTON. CHICAGO.
NEW YORK. HARTFORD.

MENTION THE BEARINGS

Hickory
TRADE MARK

Hickory
TRADE MARK

EVERYBODY PRAISES THE
"HICKORY."

Each mail brings letters complimenting us on our new models. We aimed to produce a line of machines second to none and have been successful.

Special features in the "HICKORY" not to be found in any other machine. Some of our improvements are the new method of fitting spokes, new detachable rear sprocket, new style mud-guards, new method of attaching and detaching guard and brake, etc. Send for catalogue, which tells the whole story.

HICKORY WHEEL CO.

SO. FRAMINGHAM, MASS.

Mention The Bearings

Send for terms to agents.

Hickory
TRADE MARK

Hickory
TRADE MARK

The Hartford Safeties

FOR 1894

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

The Hartford Cycle Co.

HARTFORD, CONN.

MENTION THE BEARINGS

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, FEBRUARY 16, 1894.

No. 1.

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J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH,
142-148 W. Washington St., Chicago.

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ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

WHAT WE ARE HERE FOR.

Plainly to call the attention of 45,000 readers weekly to the merits of our wheel "The Fowler." We shall try to dish up in acceptable manner articles on the foremost cycling questions of the day. We have the call on some of America's best mechanics, who will from time to time give you a treat in the shape of mechanical ideas, always keeping in mind "The Fowler" and arguing from that standpoint. What we have to say will be said in a straight-from-the-shoulder style, and at no time will you be called on to consult the "unabridged" to decipher our meaning.

We have no "cayenne" up our sleeve to throw at any one, but our "quill hand" will always be in readiness to take care of No. 1. The word go is given, we're off, and at the quarter we're well up in the bunch.

THE ONLY TRUE CYCLING RECORDS.

For a man to go out alone and unaided, and on a four-lap track ride a quarter in :31, a half mile in 1:05 3-5, and one mile in 2:15 is a great feat. We claim—and justly too—that these performances reflect more credit on the sport of cycling, the rider, and the wheel ridden, than for a man to make his record with the help of an experienced trainer or trainers, after he has had all the care physically that money can furnish, the benefit of the finest tracks in the world, and has been aided and encouraged by hired pacemakers—hired amateurs like himself—and sometimes hired horses. Reader, do you not think that the nineteen-year-old boy whose picture you see here is entitled to more credit and honor for

doing the truly wonderful performances cited, than any of the so-called amateurs who, under the care of hired trainers, on the world's fastest track, aided by hired men like himself, makes his world's record? L. W. Fox is his name. He hails from Los Angeles, Cal., and is a quiet and unassuming lad who, in the presence of prominent officials of the California division, L. A. W., and 250 enthusiastic wheelmen, made this, the claimed world's unpaced record for the distances named. Fox did this on a four-lap track and on a borrowed wheel. (He had borrowed a twenty-one-pound Fowler racer, fitted with Palmer tires, of a friend only two days previously.) This most meritorious performance, if not the accepted world's record (application has been made to the Racing Board for



L. W. FOX, Los Angeles, Cal.,
who claims the unpaced world's records,
made on THE FOWLER.

action), together with his four firsts at the Los Angeles meet; three firsts and one third at the Alhambra meet, and first time prize in the Riverside Wheelmen's road race stamps him as one of the coming champions, he now being recognized as unbeaten by any of the Pacific coast fast men. The latter should not feel discouraged by being second to this sterling rider. Fox declares that although five cycle manufacturers have endeavored to persuade him to ride their wheel, that he will stick to the Fowler, as he believes it to be the fastest wheel built. Mr. Fox's parents are wealthy and the inducement for him to ride for salary has no attraction, as he would rather ride the Fowler, with the explicit confidence

he has in its "strength" and "go," than to join the ranks of the "shamateurs" and ride other than the Fowler wheel.

President of the C. C. C. has his Say.

TO THE EDITOR OF "THE FOWLER TRUTH," Chicago.

DEAR SIR: The stanchness and ease of running of the twenty-seven-pound "Fowler" I purchased from you in June last year have been demonstrated to my entire satisfaction. After riding the wheel since that time some 3,300 miles, over all sorts and conditions of roads, and in all kinds of weather, I find the alignment of the frame is as perfect as it was originally; this, in my opinion, is a great point of merit. The excellency of the bearings is deserving of equally favorable comment. Taken as a whole, the wheel has given me complete satisfaction.

Yours truly, H. P. WALDEN,

President Chicago Cycling Club.
Chicago, Ill., Feb. 5, '94.

Read the "Fowler Truth" every week. It will cost you nothing. There'll be something new every issue.

HARD TO BELIEVE.

Would you think that you could run a wheel the whole season and never make an adjustment on your bearings unless you wanted to clean them? It's so of the "Fowler" wheel, and every rider of the wheel will attest the assertion.

The next issue of the "Fowler Truth" will contain articles entitled:

"The Ruling Fad Among Cycling Journals."

"Why we Sell the Fowler Wheel," by

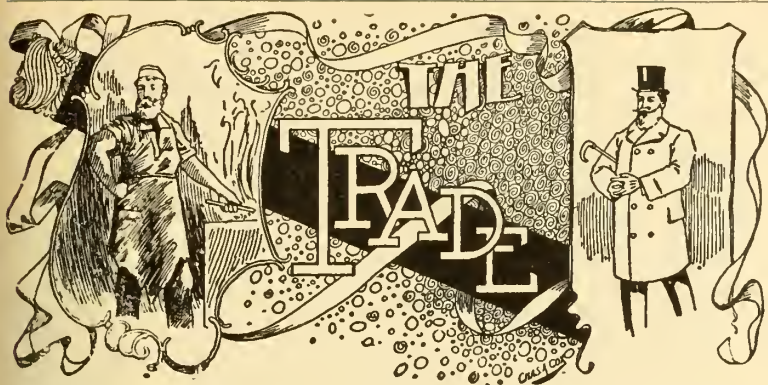
B. B. Emery & Co., and

"A Long Journey."

What do you think of the "Fowler Truth"? Write us your opinion. We will thank you for it and send you in return a '94 Fowler catalogue that is pretty, and as honest as the wheel that we call "The Fowler."

He looked as wise as an owl did he,
His tricks were well adjusted;
He declined to purchase a Fowler, and
The machine he bought's now busted!

Contributions of interests to cyclists, in the shape of articles on topics of the day, will be gladly received and duly credited.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

One of Many.

Bearings Publishing Co.: Please reinsert my ad. in four successive issues. I have been highly pleased with the results of my last venture in your publication.

Wabash, Ind., Feb. 2.

Yours truly,

Chas. W. Cochran.

THE SHOW QUESTION AGAIN.

At last the two shows are over. In one sense they were both successful, viz., the promoters of both made financial successes of them. From another standpoint the Philadelphia show was a failure. It was a failure from the lack of good that it did the manufacturers who exhibited there. We do not mean to say that it was a losing venture for all the exhibitors, but almost all who were benefited to any great extent by it were the ones who did not show at New York. The generally accepted idea is that one show is enough. There are a great many, however, who think one show in the east and one in the west would pay—pay the trade—the two cities being, of course, New York and Chicago. The advocates of the one-show idea are divided among themselves as to whether the show should be held in some centrally located city like Buffalo or Pittsburg or be held alternately in the east and in the west. The latter idea seems to find the most favor, and it would not be at all surprising to see a show in Chicago in 1895. If the Chicago people want it and get to work in good season, there is little doubt that they can have it. It is certain that a show in Chicago would do a vast deal of good for cycling, not only in the city itself but in the whole west, and the idea should not be allowed to grow cold. Let the Associated Cycling Clubs begin work at once. With never an effort on their part they have already gotten the sympathy of a large contingent in the trade. Chicago should have the next big cycle show and she will have, if she works to get it as she can work.

THE QUALITY OF BICYCLES.

A BEARINGS' representative has been making the rounds of the principal bicycle factories of the country, and in all his travels he has been more than surprised at the uniform excellence of the material and workmanship employed. With a lower list than last year, the quality of the goods has been greatly improved. To be sure there are still a few makers who are making low-grade goods, listing them at high-grade prices, and selling them by the aid of big discounts. The dealer will not find it to his advantage to buy such goods. While he may sell a few such wheels at a big profit, he will not sell nearly so many as if he handled a first-class wheel, and he will not be establishing a permanent trade. Nor will the maker find it to his advantage to follow this practice. The time is rapidly approaching when wheels will have to be sold on their merits alone. We already see a greater variation in prices than we have seen before, and every year will see more of it. There will always be bicycles that sell at high prices because they have sterling merits and high-grade reputations, and the maker who is not now establishing a good reputation will have a hard time to do it much later.

CHARTER MEMBERS OF THE TRADE ASSOCIATION.

NEW YORK, Feb. 14.—But little has been heard of the trade association since the shows, but the members of the committee appointed at New York have been actively at work. From a man who is on the inside it was learned today that the gentlemen selected to become charter members of the association are Messrs. Pope, Overman, Gormully, Stearns, Wilson, Heartley, Measure, Smith, Lozier, Coleman, Kennedy-Child, Spalding, and Bowe.

TOURISTS SOLD TO A SYNDICATE.

HARTFORD, CONN., Feb. 13.—It has just leaked out that the Colt Mfg. Co. have disposed of some 750 Tourist bicycles, which they had on their hands as a result of the Geo. R. Bidwell failure, to a syndicate of buyers at a price in the neighborhood of \$50 each. It is safe to say that the wheels will be sold at a small advance, only, over this price.

BUFFALO WANTS IT.

Thinks That it Has the only Suitable Location for the Cycle Show of 1895—J. Willard Parker Tells the Advantages the Town Possesses.

The following interesting letter from J. Willard Parker, of the Niagara Cycle Fittings Co., shows that Buffalo is fully awake and is after next year's cycle show in earnest:

EDITOR THE BEARINGS: We are booming Buffalo for the cycle show for '95 and our arguments are as follows: So far as our own business is concerned, it makes no difference whether the show is held in Portland, Maine, or Portland, Ore., as we will go anyway, have an elegant good time, and do lots of business, so we have no personal ax to grind in inviting the '95 show to Buffalo. As we look at it, the prime object of a bicycle show is that bicycle manufacturers may exhibit their wares; and more important still, that bicycle buyers may come there and buy these wares. Western buyers of small and medium caliber have always been conspicuous by their absence from the far eastern shows, and it is our belief that a show in Buffalo, while it will bring as large a concourse of the eastern buyers together, will also be acceptable to the vast majority of the western trade who are now, by reason of distance and railroad fares, practically locked out from attending the shows. Buffalo is geographically the center of the trade. It is only an over-night ride from all the principal points. You can leave Boston, New York, Philadelphia, Washington, Pittsburg, Cleveland, Toledo, Chicago, Detroit or Indianapolis, Cincinnati or Louisville at night and be in Buffalo the next morning, which can not be said of any of the cities farther east or farther west.

Buffalo has more lines of railroad running into her than any other city in the world—the metropolis of the west alone excepted. This offers, geographically, unequaled facilities for transportation of goods and people to the show. Add to this fact the further and more important one that Buffalo is, in proportion to its size, the best retail bicycle town in the country; the best paved city in the world to-day, containing more of the sheet asphalt pavement, which makes the bicyclist's paradise, than any other city in the United States, and more than all the European cities combined, and you make a very strong case for the Queen City of the Lakes as candidate for the cycle show of '95. Add further to these, that the attention of American manufacturers is being turned every year more and more toward the Canadian trade, which today can only be reached, you may say, through Buffalo, and you have another point in our argument which no manufacturer who is seeking a market for his wares in the Dominion will fail to recognize.

Another argument is that we have in Buffalo the largest single-roof permanent building in the United States, the Madison Square Garden alone excepted. I refer to the Sixty-fifth Regiment armory, on Broadway. This armory, by making a suitable arrangement with the Sixty-fifth Regiment Athletic Association, can be secured for the show. In fact that association have already, in effect, signified their willingness to invite the cycle show to be held in their armory and under their patronage.

This is our case. Perhaps you think we are opening the ball rather early, but the writer knows that when he was a boy he began to save his fire-cracker money on July 5, so as to have a good stock of it on hand for the next Fourth, and in the matter of the cycle show, we propose to present the claims of the Queen City like the ballot of the enterprising voter—early and often.

Yours very truly,

NIAGARA CYCLE FITTINGS CO.

BUFFALO, N. Y., Feb. 10.

Per J. Willard Parker, President.

A. O. VERY TALKS.

SPRINGFIELD, MASS., Feb. 12.—Treas. A. O. Very, the general manager of the Warwick Cycle Mfg. Co., was seen in his office by a BEARINGS' representative in regard to a rumor that the company had disposed of its entire output to a syndicate who would put the wheels on the market at cut prices. Mr. Very promptly denied that any such deal had been made or was in contemplation. He said that the company had not even been approached on such a subject and that their wheels would be disposed of in the usual way. The A. O. Very Cycle Co., of Boston, will handle the wheels in New England as heretofore. They sold no less than 1,600 in this territory last season. The company are moving ahead on a conservative basis and will maintain their list price even though they have to curtail their output to do it.

Mr. Very reported an excellent business at the New York show but small returns for the exhibit at Philadelphia. He was strong in his belief that there should be but one show and that it should be in the hands of the trade. He was not particular as to the place where it should be held and would as soon exhibit at Pittsburg, Buffalo, or Chicago, as at New York. He thought that the idea of having the show in different cities in the east and in the west on different years was an excellent one. He did not believe in two shows under any conditions, however.

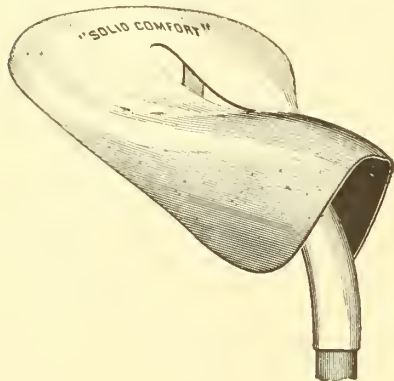
He thought that the trade association would prove of great value to the trade if it was so organized that all would have an equal voice in its affairs, and said that he hoped to see this the case. He said that it would prove a failure if there was any attempt to give all the power to the few big makers.

J. Willard Parker, of the Niagara Cycle Fittings Co., of Buffalo, was in Chicago the early part of the week.

CHANCE OF A LIFETIME.

The Curtis-Child Mfg. Co. Offer Readers of "The Bearings" a Chance to get a First-Class Saddle for Almost Nothing.

The Model C steel racing saddle exhibited by the Curtis-Child Mfg. Co. at the recent cycle show is undoubtedly a most taking novelty. Its extreme simplicity recommends it for durability and lightness, and its neat appearance shows superior taste in designing. The Curtis-Child company have already received heavy business on this particular model. Weighing



Top view.



Under view.

only thirteen ounces and having the advantage of never getting out of shape are certainly features particularly desired among riders of this class of saddles. To introduce this new saddle to the riding public the Curtis-Child Mfg. Co. make a most liberal offer. The saddle lists at \$5, but they will send one to anyone sending \$1 and mentioning THE BEARINGS. This offer holds good until March 15, after which date the saddle may be purchased from any dealer for \$5. No one person will be allowed to apply for more than one saddle. Be sure and mention this paper.

Martin's Cycle Show.

BUFFALO, N. Y., Feb. 13.—H. C. Martin & Co. are going to have a show of their own in "Martin's Church," beginning next Monday afternoon. For the benefit of the uninitiated we will say that "Martin's Church" is a church in reality. It is located on Main street within half a block of the store that "Hi" Martin has occupied for the last five years and still occupies. He uses it for a riding school—the pews are all taken out of course—a storage warehouse, repair shop, and shipping room. The riding school occupies the main body of the church, and the rest is devoted to the purposes mentioned above. It is in the auditorium of the church that the cycle show will be held.

The room is being decorated now, and will be all ready long before the time the show opens. On the chancel will be a pyramid of wheels surmounted by a Martin Special. The various lines which the firm handles will each be displayed in a booth by themselves, while other booths will be devoted to sundries. It will be a remarkable show for any one man to make, and it is doubtful if there is another one in the United States to equal it.

Martin's line comprises his own wheels, the Columbias, Ramblers, Cleverlands, and Warwicks. He has territory on some of these, and now has two men on the road, and will have more in the near future.

A Seller of Palmer Tires.

J. C. Pierrez is little known in the cycle trade outside of his select circle in the east. He is a modest man and has the reputation of holding the friendship of every man with whom he becomes acquainted. He has been in the employ of the Columbia Rubber Works for the past ten years and during that time has had entire charge of the concern's tire trade and the management as well of a big department in the business—that of electrical fittings. At the many cycle shows of the past few years he has been a most indefatigable worker. The present season the Palmer tire is this salesman's leader and the frequent large orders that are taken in the district that is west of Buffalo attest to his hard work. The picture of this gentleman shown here is his first in the cycling press and should be of interest.



J. C. PIERREZ.

WASHINGTON TRADE.

The Dealers have Formed a Trade Association—Solid Tired Wheels in Great Demand—What the Agents are Doing.

WASHINGTON, D. C., Feb. 12.—The dealers of Washington are forming a trade association and will regulate the cycle business in the future as it should be regulated. The dealers will set a price on second-hand wheels, will regulate the first payments on wheels sold on time, and the amount extra to be paid in each instance. They will also look after stolen wheels, and will employ a detective to trace stolen mounts, similar to the way in which such matters are conducted in Chicago by the Cycle Board of Trade. A blacklist will be kept by all members of the association, and a man once blacklisted will be unable again to secure a wheel unless for cash. It is expected that the entire ten dealers of the city will join the organization.

The trade is at present interested in a cycle show at the Light Infantry Armory. This show is under the charge of the Georgetown Cycling Club, and is a purely local affair. Six and probably more of the dealers will exhibit, and will show in many cases the exhibits shown at New York and Philadelphia. Gormully & Jeffery's local house has a very complete exhibit, and will occupy one of the best spaces. This show is held in conjunction with a fair, and will be the most interesting feature.

Washington is the place of the declining days of the "good old ordinary," and of the solid-tired safeties and old-time tricycles. Many are seen on the street at the present time, and on a recent visit a BEARINGS' man saw one of the old-time ancient sociables, with a minister and his wife on the seat, the gentleman wearing a silk hat and all clerical apparel. Many other curious spectacles are seen, such as a huge four-wheeled affair, on which a butcher boy is wont to deliver his goods every day in the year. This lad can carry as much as the ordinary delivery wagon. Two negroes of the town have a contrivance of the bicycle, or rather multicycle, order in which they take visitors around the city viewing the sights. Solid-tired safeties sell for from \$10 to \$20, and oftentimes for less than this when very old-fashioned. All this demand for "ancients" is due to the fine asphalt streets of the capital, which extend in all directions, and can be ridden the year round. The many department clerks buy cheap wheels and save the cost in a few months in car fare. Many good wheels are sold nevertheless, and the business in good times is a large feature. At the present time the cycle business is dead, owing to the hard times; but a good year is looked forward to by all. Several more dealers are expected in the field within a short time, among the number being "Little Joe" Weisenfeld, the Baltimore dealer. Weisenfeld handles the Cleveland in this territory. Harry Miller, a local celebrity, will also embark in the business in a short time. The stores of the city are scattered very much but are generally located along Pennsylvania avenue.

Gormully & Jeffery are located at 1325 Fourteenth street and last week closed a deal by which they will hereafter occupy the entire three-story building. This they promise will be the finest building in the Washington cycle business. The top floor will be a stock room and the second floor a riding school. The building is twenty-five feet wide and the front will be much improved, being entirely new. This is a great distributing point for Gormully & Jeffery, and a large stock of goods is always carried. On the same street is located the store of C. E. Miller & Bro., where the Derby and Relay wheels are handled. This firm have been in the business but a year, but are very well satisfied with the outlook for another season. The Chainless wheels are handled by H. McArthur, 701 Twelfth street.

Cline Bros. now carry on the local business of the Overman Wheel Co., which has sold out the Washington branch to this company and retired from the field. This store is at 715 Thirteenth street. The District Cycle Co., agents for the Columbia, Hartford, and Western Wheel Works lines, are now located at 1424 Pennsylvania avenue but will soon move to more commodious quarters farther down the street. Harry Higham, the old-time "pro," handles the Union and does a large repair business at his store on Pennsylvania avenue, between Fourth and Sixth streets.

One of the greatest hustlers in the business is F. S. Cahill at 1711 Pennsylvania avenue. Mr. Cahill handles the Raleigh, Singer, Lu-mi-num, and the Overland, and does a large business. His location is a good one and the line handled insures speedy sales. At least so the gentleman says. W. Jose takes the business formerly conducted by himself and George Atwater and will handle the Liberty and Ramblers. This store is located at 1903 Pennsylvania avenue.

The H. S. Owen Mfg. Co., at 1423 New York avenue, are making a good wheel with a number of good points in the makeup. About 600 will be made this season. The Capitol wheel is well and favorably known locally and in the surrounding territory. In this city a wheel to be sold must be a good one and capable of doing a full year's work or it will receive a black eye in a hurry and be a poor seller thereafter. Several good wheels, so called, have gone out of the local trade in this way, never to return. Sundries are poor selling in this city, as few are used, or if used are seldom bought. The buyer wants as much as he can get for nothing, and in the line of novelties will take a great deal for nothing, but not a thing he has to pay for.

Rouse, Hazard & Co. have made a much larger number of contracts for cycles this season than up to the same time last year, and say that the outlook for a good year's business was never brighter. The fact that they handle a complete line of all grades and sell only one agent in a town meets with popular favor everywhere.

PHILADELPHIA SHOW MADE MONEY.

PHILADELPHIA, PA., Feb. 12.—The near advent of spring seems to be infusing new life into Philadelphia wheelmen, for at the present time, although they have not yet begun to do much active riding, they are on the *qui vive*, and between the recent cycle show and the coming National Assembly they have lots to talk about. The report of the Associated Cycling Clubs concerning the former was very gratifying to all, and more than ever evinced the fact that the Quaker City is still able to support a yearly exhibit of cycles and accessories. The first show, four years ago, with its small hall, a few manufacturers, and enough receipts to cover the expenses, was thought to be something of a successful nature, but the exhibition just closed at the First Regiment Armory was far in advance of its predecessors from every point of view. Last year the association lost \$500, while this year's surplus will more than cover that and leave a snug sum besides. In point of attendance the average was 3,000 daily, with 5,000 on Saturday, the closing day, making a total of over 20,000, bespeaking the popularity of such events in the City of Brotherly Love. Although the probabilities are against this city for another national show, she will probably have a yearly exhibition of her own, if the scheme now in view can be brought to a permanent issue. A call has been issued to the trade in this city asking for the formation of an association which shall have for its object the perpetuation of the cycling show. The feasibility of the scheme is not questioned, and if the association is organized it will no doubt receive the earnest support of both the wheelmen and the cycling public.

When shown the report that he was to manage the future National Cycle show, O. S. Bunnell emphatically denied that he had anything of the sort in view, and anything that had been said of the matter was without his permission. Mr. Bunnell declared that he had no notion of having anything more to do with cycle shows, as he had all he could do attending to his large business.

A visit among the trade last week disclosed the fact that all had derived equal benefits from the show. The Mecca of prospective buyers just at present seems to be at the new branch of the Overman Wheel Co., where popular George Bolton presides. The company occupies all of the first floor, and the rear is devoted to the repair shop, which is rapidly being put in order. A bake oven is to be put in the latter place, together with all the latest and improved machinery for the repairing of cycles. Mr. Bolton says that since the store opened on January 20 he and his staff of assistants have been kept very busy, and that the sales of Victors have been more than satisfactory. The Victoria tilting saddle for ladies' wheels is attracting much attention among the members of the fair sex.

Albert G. Spalding, the head of the firm of that name, was in town on Saturday looking after his interests, and Mr. Wells, his manager, reported that the base-ball magnate was more than satisfied with the way the Spalding wheel was being received in this city. Manager Wells says that the orders which have been placed will keep them busy for a long time to come.

The Hart Cycle Co., the pioneer place of its kind in this city, is doing more than its usual spring business, the '94 patterns of the Columbia and half-a-dozen other makes being very popular this year; in fact so much so that all their available time is taken up displaying the merits of the several makes.

Changes in the Trade.

INDIANA.—Lafayette; Patton Jacob, hardware and bicycles; sold out.

IOWA.—Alton; Scott & Co., hardware and bicycles; bill of sale, \$3,000. Bradgate; Wagner, Charles L., hardware and bicycles; chattel mortgage, \$1,144. Burnside; Anderson, C. A., hardware and bicycles; chattel mortgage, \$750. Council Bluffs; Hattenhauer, H. F., wheel goods, realty mortgage, \$2,000. Hamburg; Davey, C. W., sewing machines, bicycles, and agricultural implements. Keystone; Selken, C. H. & S., hardware and bicycles; chattel mortgage, \$421.

KANSAS.—Gridley; Pope & Olsen, hardware and bicycles; T. J. Pope, realty mortgage, \$108 released. Neodesha; Allen, W. A., hardware and bicycles; chattel mortgage, \$2,234. Severy; Cassner, P., hardware and bicycles; chattel mortgage, \$400.

MONTANA.—Helena; Clarke, Conrad & Curtin, hardware and bicycles; now Clarke & Curtin.

NEW YORK.—Buffalo; Niagara Cycle Fittings Co., incorporated; capital stock \$10,000, J. W. Parker. Fort Plain; Stewart, Smith & Bergen, hardware and bicycles; C. D. Smith retired.

OHIO.—Toledo; Colton & Hickox, sporting goods and bicycles; dissolved.

TEXAS.—Tyler; Dilley, F. L., hardware and bicycles; succeeded by Adams & Wiley.

UTAH.—Salt Lake City; Salt Lake Cycle Co., bicycles; O. Groshell realty mortgage, \$3,000; C. A. Emise, warranty deed, \$1,500.

WEST VIRGINIA.—Wheeling; Wheeling Bowling Association, incorporated; capital stock \$25,000, maintaining gymnasium, cycle track, etc.

G. & J. Tire Business.

The total of G. & J. tire business done in January, 1894, shows an increase of 400 per cent. over that of the corresponding month in 1893, while the G. & J. Philadelphia cycle show business ran up into six figures. Twenty out of the thirty-three makers who exhibited, showed and will use G. & J. tires, while five of the others will supply them when ordered. All exhibiting makers but two who have not yet arranged to supply G. & J.

tires, have tires of their own make. This is significant. At the English cycle shows twenty-five makers exhibited machines fitted with these tires and the sales amounted to thousands of pairs. The G. & J. English tire business has increased in the same ratio during the past year.

A Reader of "The Bearings."

Last week the Monarch Cycle Co. received this picture from a Monarch rider in Watertown, N. Y. The subject is one of the characters of the town,



who always comes around to the wheelman's store once a week to read *THE BEARINGS*. The camera caught him while he was looking at the Monarch Co.'s "ad" in a recent issue of this paper.

The New Cyclone Clincher.

The Eastern Rubber Mfg. Co.'s tires, through that company's extensive advertising and the real merits of the tires themselves, have become famous. Their new Cyclone Clincher in particular has caught on in a manner that is astonishing. The Eastern Rubber Co. claim it to be the only practicable clincher yet offered and the only one constructed on a self-locking principle.

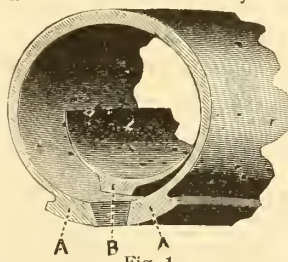


Fig. 1.

By referring to the illustrations an accurate idea can be formed of this tire. Figure No. 1 shows a section of the shoe without the air tube and rim. "A" represents a solid base and bead of suitable size to enter the hooks of the rim; the outer edges of this base are tapering toward the bottom. "B" is a wedge-shaped piece extending entirely around the inside of shoe, and so fastened to one inner side of the shoe as to be movable. When this wedge is pressed between the tapering edges of the base, they are forced outward the width of the wedge, and any amount of cramping or squeezing will not change the width of the base. In plain words, the wedge, acting on the well-known mechanical principle, forces the base in opposite directions and holds it there.

Figure 2 illustrates the shoe with air tube "B" inserted, and the shoe being held in rim "E;" the expansion of the air tube has driven the wedge between the beveled edges of base "C," and forces the bead extending around the outer edge of the base into the hooks of the rim "E," making it an impossibility to take the tire off the rim so long as it is inflated or the wedge is held in place. When a puncture occurs and lets out the air, the tire still holds firmly in the hooks, and in any event can not be taken off except by a peculiar twist, entirely impossible to occur while riding. The operation to remove this tire in case of puncture, and to make repairs, is so simple and easy that a boy eight years old could readily do it.

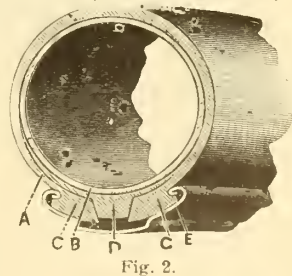


Fig. 2.

Hickory Wheel Co. Mean Business.

We have it on good authority that the Hickory Wheel Co., of South Framingham, Mass., have recently entered suit against W. S. Frazer & Co., of Aurora, Ill., for infringement of their sulky patents. The Hickory company now have a suit pending against the Michigan Wheel Co., of Lansing, Mich., for infringement of sulky patents, and also against a user of an infringing sulky in the east. The company propose to push these suits and have the validity of their patents established at the earliest possible date.

Frank T. Fowler, of the Hill Cycle Mfg. Co., has a farm at Put-in-Bay, Ohio, on which he has built a three-lap track. On this the riders of the Fowler will train this spring.

POINTERS ON SOUTHERN TRADE.

A Traveling Man Tells How Wheels Should be Sold—Salesmen Rush over the Territory and do not get Acquainted.

So many correspondents have been writing on trade in the south of late that to the average reader it would seem that nothing remained to be said on the subject. In some instances the writers have given correct information, but the majority of them have written of their impressions in a manner that misleads the public. The reason is this: They are, like myself, traveling salesmen for some manufacturer, but are making their first trip in this territory, and from what I have learned lately, rush into a town, do it in an hour or two, and because the dealer does not rush out, receive them with open arms and a brass band, and give them an order, they sit down and write an article, giving the impression that trade in the south is "rotten." The southern dealer is a conservative and also a considerate buyer, and before a man can sell him any wheels he has to gain the man's confidence, not only in himself (the salesman), but also in his house and his goods, and that can not be done in an hour or two, let alone in the short time which has been allotted to each dealer, if a man "does" a town in a few hours.

Take the most successful salesmen in the southern territory, and what has their experience been? Have they sold the output of their factory on the first trip? No, sir; not by any means! They were in luck if they created an impression. But they went into a town, stayed there two or three days, and sometimes a week, showing their wheels to the people as well as to the dealer. It is the people who buy wheels; therefore if you get out and let them get acquainted with your wheel, try it, and by force of argument convince them that you have got all you claim to have, then in time you are bound to create a demand for your machine. When that is done it is an easy matter to find a dealer to take hold of it. Even the majority of manufacturers think that because they are making a good, honest wheel that the public ought to jump up and buy the whole output without any further effort on their part to convince the riders or would-be riders. I don't care if a wheel was a hundred times superior to all the others, you can not expect to sell it unless you build up a reputation in every town, and therefore create a demand for it.

I am willing to admit that trade is quiet at present, but the prospects were never brighter for business in the south than they are right now. Why is trade duller than before? Simply because the dealers realize that "all that glitters is not gold." Having been caught with some so-called high-grade machines in the past, they are now cautious, and will not buy until they have seen them all, and heard every man tell his "little piece." Who can blame them for exercising a little discretion? Not any sensible business man. Therefore when you come south remember the well-worn saw,

"When in Rome do as the Romans do," and show your wheel to everybody, describe its merits, bring out your strong points; don't leave a word unsaid that should be said, and above all don't be in a hurry but let them see that you are not afraid to stay a day with them until you get acquainted, and on your next trip you will be surprised—providing, of course, that your machine has proved to be all that you claim for it—at the success you will have, and you will return home with the conviction that the south is all right, both from a business and social standpoint, to say nothing of the country itself.

Ask the Rambler and Cleveland people, the Ames & Frost Co., the Stover Co., and the Hill company, if they are not satisfied with their southern business, and if it has fallen off any, and I will wager that they are pleased with it. These firms have all worked this territory in the manner I speak of, for the past two years, and I am satisfied, after two years' personal experience, that it is the only way to obtain a hold in the south. First of all establish a confidence between the people, the dealers, and yourself, and you will come out all right. The southern dealer and the people are all O. K., and it is merely a case of "do unto others as you would have them do unto you," and don't lose your heart or your temper, if, on your first trip in the south, you don't sell a wheel. Endeavor to leave a better impression than your predecessors, and you will come out a winner next time.

"LITTLE SPECK."

A New Home Trainer.

H. S. Robinson, of Meadville, Pa., has invented a new home trainer which he thinks is far superior to anything that has yet been turned out in this line. It is built so that it has a solid motion, and by the turn of a thumb-screw can be adjusted so as to give the rider an idea that he is climbing a hill. The bell rings at every quarter and a regular racing position may be obtained on the machine.

How Boston Opens the Season.

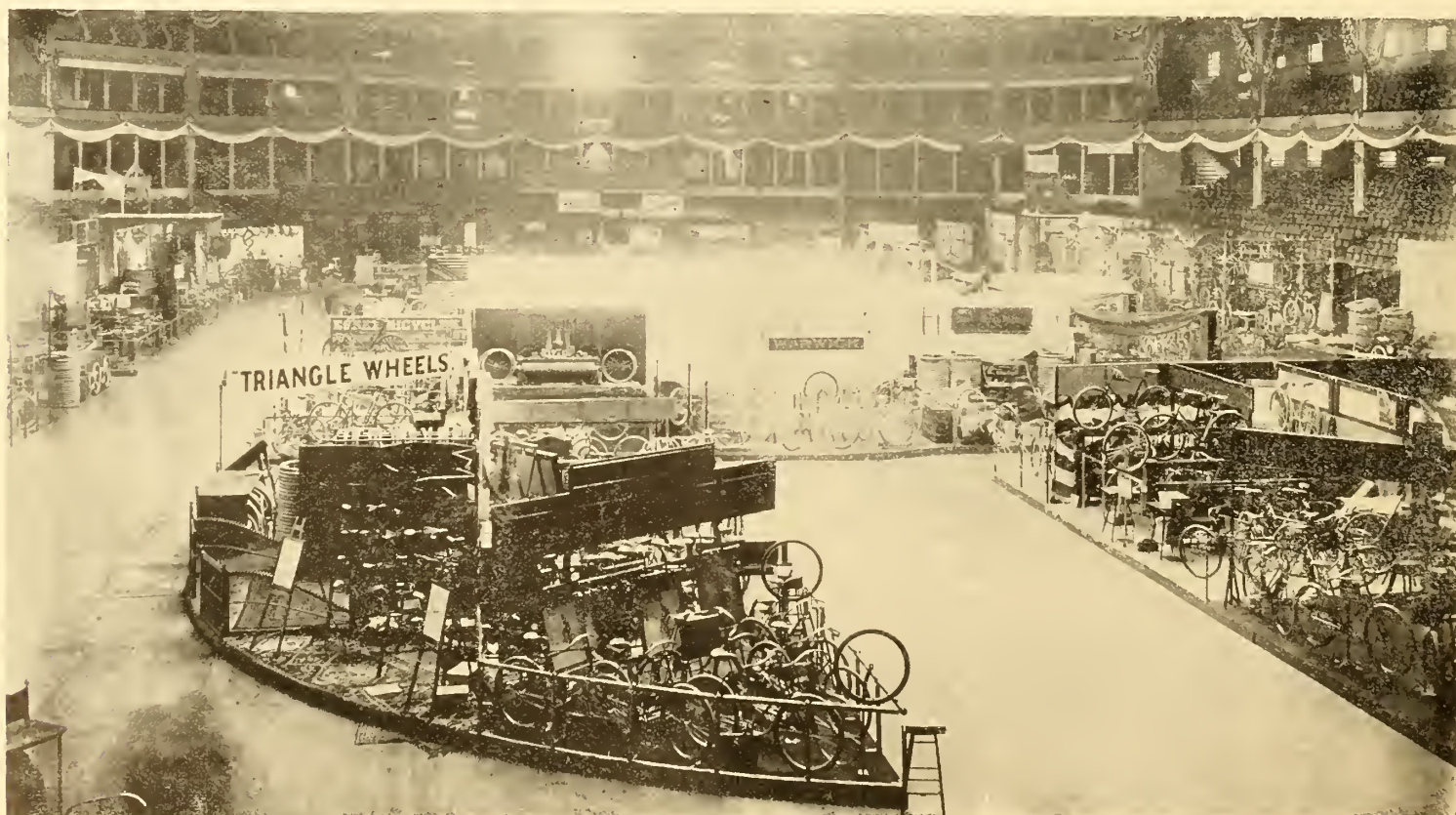
Washington's Birthday is a day of cycle shows in Boston. On that day the dealers and manufacturers open their stores for the retail trade with bands of music, lemonade, and sometimes something a little stronger. This season will be no different and the dealers are preparing to decorate in grand style. The plan might be adopted with good results by many another city.

Spalding to Move.

A. G. Spalding & Bros. will move their Chicago store from 108 East Madison street to 149-151 Wabash avenue after March 1. The present quarters on Madison street are too small to accommodate the growing business of Spalding, hence the proposed move.

TRIANGLE WHEELS

like the sign below, are the most prominent among the best products of the best factories of both hemispheres!



From "American Cyclist."

GENERAL VIEW OF THE NEW YORK CYCLE SHOW.

THE PEERLESS MFG. COMPANY, CLEVELAND, OHIO.

BICYCLE BUILDING AT HIGHLANDVILLE.

There is poetry in the bicycle, and some day we will see the bard who will fittingly sing its praises, but in the bicycle factory there is all too little to suggest poetic thoughts. It would take more than a Longfellow to see anything inspiring in the average cycle factory. It is not so at Highlandville, a pretty little town in the hills, something more than half an hour's ride from Boston. Here is a factory set in a hollow between the hills on the border of a pretty little lake that could not but thrill with poetic fancies the heart of even a commonplace mortal. In summer the place is one of enchanting beauty, and in winter, even, covered with its mantle of snow, more than picturesque. It is here that the Union bicycles are made. It is not wonderful that the men that prefer to work in the quiet, picturesque little town bear on their faces the marks of superiority. They have the looks of men, and not the look of galley slaves that too often characterizes the workmen in large factories, especially in the big cities; and it would be strange if men like these, who have a vital interest in their work beyond the next pay day, should not turn out the best of work.

But it was not a sermon that we started out to write. It is here at Highlandville that the Union bicycles are built. The factory is not as pretentious as some that we have seen, but is far more deserving of the name of factory than most of them—for it is no mere assembly shop where the products of a dozen different factories are put together. Here can be seen the bar steel converted under the huge stamping presses into the rough forgings, and the forgings finished in the latest and most approved manner; the chains piece by piece put together; pedals constructed—in fact one can see here the construction of the bicycle from the initial stages to the finished machine.

It was under the charge of Mr. Satterlee, of the Union Cycle Mfg. Co., that a BEARINGS' representative had the pleasure of inspecting the plant. While the methods pursued are not different in any material way from those employed in the other leading factories of the country, he could not help being impressed with the very thorough manner in which all the details were looked after. Every department is under the direction of a competent man, all under the direction of Superintendent Wood. From the forge room to the shipping room everything is kept in perfect order. Only a system which is the outgrowth of long experience can accomplish such results. We have not room here to go into all the details of the factory, but a single example will do to illustrate the care and expense that is required in the construction of a first-class bicycle.

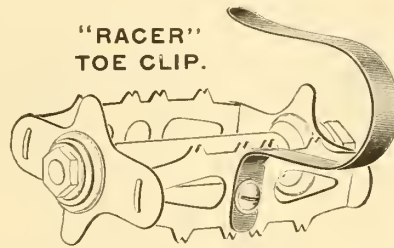
The new Union pedal is unique and something that will appeal to every practical rider. As the consumer receives it, it seems, indeed, a neat device, nicely finished; but the work that is entailed in its manufacture must be seen

to be realized. First there is the forged pedal pin for which the dies must be made; and then comes the forged frame of the pedal with its four arms, which requires another set of costly dies. It may seem simple enough to say that the dies must be made, but the work does not end with the saying. The making of the dies is careful and exact work and can be intrusted only to high-priced workmen. After the dies are made they have to be set carefully in the stamping presses and then are liable to break at the most unexpected moment from causes which are next to impossible to fathom. But granting that all goes well in this direction, there is the chance of the dies getting a little out of place in the press, and the workman, with the glare of the white-hot steel blinding his eyes, may go on at his work and spoil no end of forgings before the mistake is discovered. Then there are the blades of the pedal. These are stamped cold from the sheet steel, but there must be another set of dies to make them. After all this there is nothing but the rough material to make the pedal from. The forgings have to be finished up with a dozen special tools, and the greatest care exercised. Then there are the cups and cones, which must be turned down from the bar steel in turret lathes, five or six operations to each. After this the frames and the blades are riveted together and the various parts are ready to be tempered, and ground, and buffed, and cleaned, and copper plated, and cleaned again, and nickel plated, and finally assembled—and all this for a pedal. And still bicycles sell for \$125.

A New Toe-Clip.

The Lemont & Whittemore Cycle Co., Worcester, Mass., makers of the Lemont cycle lock and Needham toe-clip, are placing upon the

"RACER"
TOE CLIP.

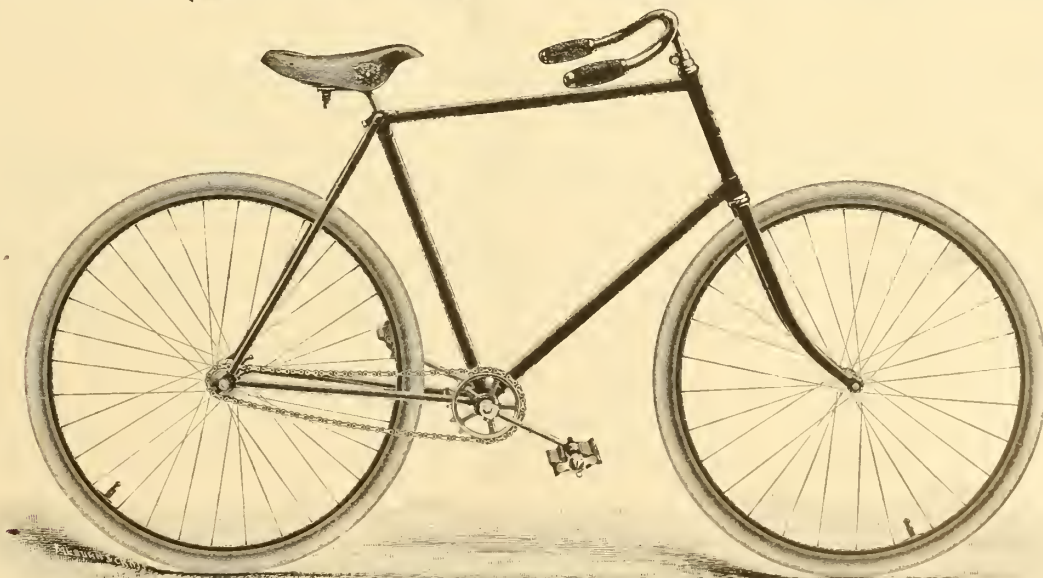


market a new adjustable steel toe-clip for rat-trap pedals, to be known as the Racer toe-clip. It will retail at fifty cents a pair. These clips are made of special rolled steel, tempered, polished, and nicked. The makers claim that with their special machinery for making, they can quote ground-

floor prices, and have sold to many of the large wholesalers.

The Columbian adjustable crank, made by the Bredder-Allen Cycle Mfg. Co., of Paterson, N. J., can be lengthened to three sizes. By pressing on the side of the crank it is lengthened or shortened as may be desired. For hill climbing these cranks are said to be unsurpassed.

THE TRIBUNE...THAT'S THE WHEEL!



SEND FOR CATALOGUE.

Is there an agent for it in your town? If not, why not be an agent?
You cannot expect the good things of this world unless you ask for them!

THE BLACK MANUFACTURING CO. - ERIE, PA.

Mention The Bearings

ENGLISH TRADE NOTES.

LONDON, Jan. 27.—I have lately been experimenting with one of the Rath automatic saddles, supplied by the Rath Automatic Saddle Co., Birmingham, and really find it very comfortable. It is a distinct departure in saddle construction, and consists of an under leather riveted to the frame, and upon which is a pad of Rath porous rubber, about half-an-inch in thickness near the center, and tapering down toward the peak of the saddle. Above this rubber pad is another piece of leather, considerably thinner than the under one, and this upper piece forms the surface of the saddle. The advantage of the arrangement is to be found in the fact that a rigid seat is obtained, which at the same time is not perfectly hard. Personally I like the arrangement better than any of the pneumatic saddles I have yet tried, with the exception of Lycett's, but this latter is not really a pneumatic saddle, for the air cushions do not come in contact with the rider, but only take the place of the ordinary metal springs.

The Bantam is all Right.

A few Sundays since I had a short ride on the new dwarf front-driver, invented by Mr. Boothroyd, of the Crypto Cycle Co. I was unfortunately unable to give the machine an extended trial, but I shall hope to do so at an early date. My first impressions of it are decidedly favorable. I mounted the Bantam, as the tiny cycle is called, in thick gravelly mud, and although this state of things was naturally very unfavorable to a cycle with twenty-six inch wheels, I found very little difficulty with the steering after the first hundred yards or so. The machine was a full roadster, fitted with elaborate winter mudguards, and geared to sixty-six inches. The weight complete is but twenty-six pounds, and strange as it may seem there is apparently less vibration upon it than on the ordinary twenty-eight-inch safety. Altogether I was greatly pleased with my first trial, and look forward to a protracted spin with considerable pleasure. [The McIntosh-Huntington Co. are United States agents for this wheel.—ED.]

The Whitworth company's new London show rooms are now open, and the London representative of the firm, P. C. Wilson, reports capital business. No. 22 Holborn Viaduct looks quite gay, and the beautiful half-sized model racer, which created such a sensation at the last Stanley show, attracts a large crowd round the window. The Whitworths are booming in the London district just now, and the '94 patterns fully uphold the reputation of the firm.

The Seddon and Side Slips.

The Seddon Tire Co. have issued a neat little pamphlet entitled "Wintry Weather and No Side Slip," which certainly goes to demonstrate the peculiarity of the red tire in this respect. A year's experience on my own machine has convinced me that for some reason which I do not pretend to fathom the Seddon does not slip so much in ordinary mud and grease as many of the other pneumatics. By the way, the new coupling now applied is far and away superior to last year's, which was, to say the least, clumsy and likely to cause bad language. The new method allows of considerable adjustment for the wires, which is, I think, a great point in its favor, and one which should tell considerably in practice.

The Moto Pedal.

The Moto pedals, as used by Linton last season when he made his 100-mile record, seem likely to become popular. On calling at the company's offices in Chancery Lane a few days ago, I was informed that things are going on swimmingly, and that many well-known men will adopt the pedals both for road and path during the coming season. I fancy that the average tourist will really derive more benefit from the invention than the racing man, because the extra play allowed to the ankle joint will doubtless be more appreciated in all-day rides than in short sprints. I am experimenting with the pedals myself, but unfortunately the weather has prevented my putting them to a protracted test. When the rain is descending in sheets and the lanes are several inches deep in slush, one does not feel very much inclined to undertake an all-day ride, even at the call of duty.

Palmer's and Wood Rims.

I looked in at the London depot of the Palmer Tire Co. one day last week and found everything being arranged in tip-top style. Of course business has not yet been fairly commenced, as the painters and decorators are still at work on the various departments. The record tire on which Shorland rode last year was, however, on view, looking little the worse for the rough usage it has had. A wonderfully light racing wheel with a wooden rim was also shown and on being weighed turned the scale at eleven and one-quarter ounces. It seemed every bit as strong as the usual type of racing wheel scaling five or six ounces more, and I should not be at all surprised if rims of this type become popular, unless indeed some of our rim makers can see their way to lighten their present patterns.

Coventry Machinists' Co.'s Losses.

The balance-sheet just issued by the Coventry Machinists' Co. must be a most unsatisfactory document to the shareholders, showing as it does a loss of no less than \$125,437 on last year's trading. The directors attribute this deficit in no small degree to the closing of the company's American depots and to general bad trade. A committee of inspection was appointed to report to the adjourned general meeting, and I hope some satisfactory result will be achieved. The company have, I know, one or two good things in hand and brighter prospects seem to usher in the present year. Perhaps some further light may be thrown upon the matter at the adjourned meeting.

WILL O' THE WISP.

The Weston Road Wagon.

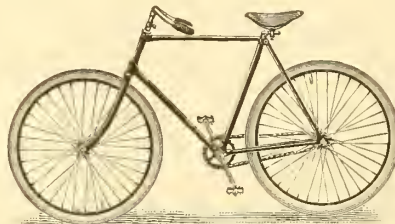
The pneumatic tired road wagon exhibited at Philadelphia by I. A. Weston & Co., of Jamesville, N. Y., was one of the attractions of the show, and Mr. Weston received no end of compliments on the handsome appearance of the wagon, and, incidentally, not a few orders for duplicates. The



use of steel wheels on pneumatic sulkies during the last two years has fully proven, Mr. Weston says, that they are far superior, in point of strength and freedom from side motion and lateral springing, to all others. Mr. Weston can furnish wheels for light pleasure carriages and speed buggies using three-quarter inch axles.

"Envoys" and "Fleetwings."

The Buffalo Tricycle Co. have a particularly fine line of wheels this

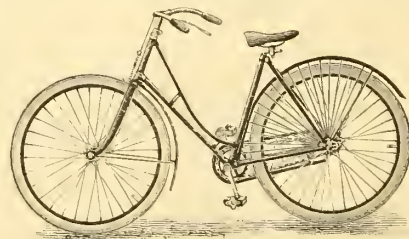


The Envoy Scorchers.

year. Their leaders are the Envoy and Fleetwing. The former machine is made with three different sized wheels—twenty-six, twenty-eight, and thirty inches. With mud-guards and brake, and twenty-eight-inch wheels, this model tips the scale at thirty-four pounds. The prices are \$75, \$90, and \$100. The Envoy Scorchers is built on the same lines, but is considerably lighter, as the mud-guards and brake are dispensed with. It has an eight and one-half inch head, and weighs exactly twenty-eight and one-half pounds, selling for \$100. The Fleetwing is the ladies' wheel, and is made in three sizes. With twenty-four-inch wheels it sells for \$60; with twenty-six-inch wheels at \$75, and with twenty-eight-inch wheels at \$90. The machines are light and dainty.

Morgan & Wright Tires in Europe.

At the New York show William Herrick closed a deal whereby Morgan & Wright tires will be handled in Europe. W. J. Walford, of the Nimrod Cycle Co., of England, placed an order with Mr. Herrick for 1,000 sets of tires for immediate shipment. This is only one of many large deals consummated by Morgan & Wright this year.



The Fleetwing.

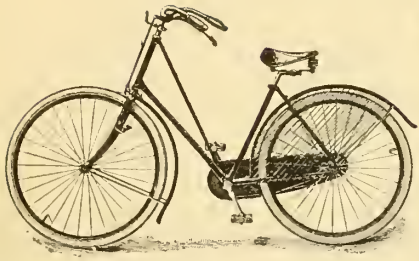
Eastern Rubber Co. Increasing Their Plant.

EDITOR THE BEARINGS: We feel that the many riders of our tires are greatly interested in and grateful to the manufacturers who make them, and that they will be glad to learn that even with our additional capacity, making us undoubtedly one of the largest manufacturers of pneumatic tires in the world, the orders already booked necessitate other additional buildings and machinery.

We propose to begin at once on another large building. It will be thoroughly equipped with the very best machinery of our own design. We feel extremely flattered by the extraordinary call on us for our goods and heartily wish to thank all manufacturers, jobbers, and riders, who have specified and ridden our tires, for their contribution to our success, as well as your valuable paper as an advertising medium.

Yours very truly, EASTERN RUBBER MFG. CO.,
TRENTON, N. J., Feb. 10. per J. A. Barnes, manager.

The Monarch Cycle Co. are very busy these days. Manager Richardson says that their morning's mail runs over 300 letters.



RALEIGH RIDERS



...WON OVER...

900 Prizes in 1891,
2,300 Prizes in 1892,
3,600 Prizes in 1893!

Wheels that "run easy" on the track "run easy" on the road.

We challenge any one to disprove the fact that

*Three Raleigh Riders won more races in 1893
than any Six Riders upon any other
machine in the world.*

Easy running wheels are easy selling wheels.

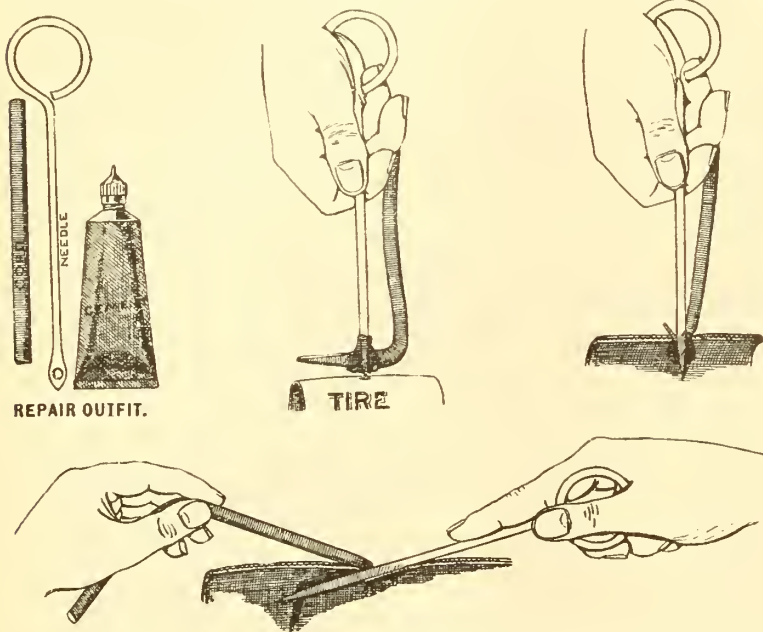
Step into the Raleigh Line if you Want to Make Money.

RALEIGH CYCLE CO., 2081-83 Seventh Ave., NEW YORK.

Agents in Indiana, Wisconsin, Illinois, Missouri, Arkansas, Louisiana, and all states west thereof, apply to
MENTION THE BEARINGS our branch at 289 WABASH AVE., CHICAGO, ILL.

How Mr. Palmer Repairs a Puncture.

John F. Palmer has set his fertile brain to working, and as a result the Palmer tire is one of the easiest—if not the easiest—to repair. There is always an interested crowd in the Palmer Tire Co.'s office to see Mr. Palmer repair a tire. He first threads a long wire needle with rubber cord by pointing the end of the rubber and forcing it through the eye of the needle; then a little liquid cement is smeared around the rubber cord where it goes through the needle, and Mr. Palmer is ready for business. He next pushes the needle carrying the thread through the puncture, taking care not to use more of the cord than is necessary. He then grasps the protruding end of the cord close up to the tread of the tire with the fingers of the left hand, to prevent the cord from stretching, and with the right shoves the wire needle in the direction of the circumference of the tire until the cord snaps. This frees the cord from the needle. In doing this Mr. Palmer takes care that the needle is depressed so that the point will not touch the bottom of

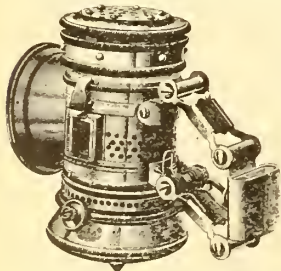


the tire. He then withdraws the needle and cuts off the cord slightly above the surface of the tire, and the repair is made.

If the puncture is located in the bottom of the tube, the operation is exactly the same—the only difference being that he loosens a short section of the tire to get at and repair the puncture. In ninety-nine cases out of one hundred this repair is absolutely permanent and air-tight. There is one condition, however, under which it will leak, that is, if the puncturing object has broken or torn the fabric in entering the tire and carried some of the fibers of same to the inside of the tube. The puncture will leak slowly in spite of the plug, as the air follows the fabric out and makes its appearance at various places on the tire where there are openings communicating with the surface. In such cases Mr. Palmer goes back to the old puncture, forces out the plug, and makes a perfect repair by heating—red hot—a piece of wire and putting it through the puncture to burn away the fibers of the thread that has made ineffective the former repair. This being done, a new plug is put in.

It Burns Kerosene.

Although but a short time on the market the Searchlight, made by the Bridgeport Brass Co., has met with much favor. A rider likes a lamp in which he can use kerosene, and the Searchlight just fills the bill. It is made of brass and weighs about fifteen ounces. It is five and one-half inches high, two and one-half inches in diameter, and has a two and one-half inch lens. The lamp is cylindrical in shape and is not easily extinguished; it will burn for ten hours and will not become heated. To prevent the lamp leaking, the Bridgeport Brass Co. use an ingenious contrivance by which any overflow from the wick is carried back again into the basin. The method by which the wick is kept in place is unique, and it is said that all the jarring that a lamp is subject to will not allow the wick to creep down into the oil tank.



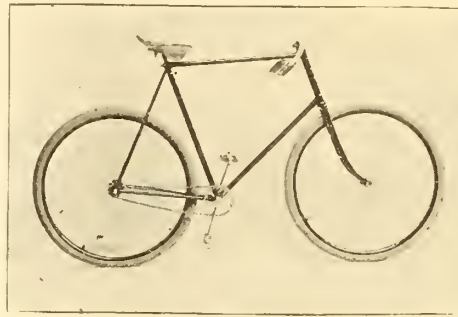
"The Fowler Truth."

The Hill Cycle Mfg. Co. have adopted a novel scheme to utilize their advertising space. It is almost needless to say that the matter contained therein is not written in this office and that we are in no way responsible for the statements or expressions of opinion contained in it.

The Stirk Mfg. Co., of Boston, has been formed to manufacture a line of wheels. The firm is composed of Messrs. Stirk and Harriott, the former the well-known trick rider and the latter the well-known wheel builder who has been employed by a number of American firms.

A Leaf from the Syracuse Cycle Co.'s Catalogue.

In our twenty-four pound Empire we offer what we believe to be the lightest and handsomest practical wheel for road use. Its lines are beauti-



Syracuse Empire.

fully and practically correct, while the rider's position gives him absolute control of the wheel. In stiffness and strength it is unequaled; its steering qualities are superb. Every ounce of extra weight has been scientifically trimmed off without affecting the strength of the bicycle. It is made of the best possible material throughout. Brief: High diamond frame made from finest quality seamless steel tubing, with steel connections. Twenty-eight-inch

wheels. Steel tangent spokes, swaged. Light pneumatic semi-racing tires. Syracuse Cycle Co.'s detachable round cranks, six and a-half inch throw. Dust-proof, ball-bearing, rat-trap pedals. Adjustable tubular seat rod. Light racing saddle. Tubular handle-bar, beautifully curved. Enameled in black or dark green, handsomely striped with gold and silver. Scale weight, twenty-four pounds. Sixty-four-inch gear. Wood rims, crimson enamel. Choice of high-grade saddles. Price, \$150.

"The Winton is a Winner."

This familiar legend, "The Winton is a Winner," appears in the advertising pages of this issue, and the Winton company advise us that though they are a little late in making their announcements, they have been busy at work turning out parts and making extensive preparations for the season of 1894. They will begin to assemble machines March 1, and will be ready for prompt delivery from that time on. Their line embraces seven models, with both double and single frame machines. The popularity of the double diamond machines, particularly for heavy riders, seems to be greater than ever. The construction of the single-frame machine speaks for itself, producing a very strong wheel, the full roadster weighing but twenty-eight pounds and the light roadster twenty-five pounds. They also advise us that their unique salesman, Mr. Catalogue, is now ready for distribution and will be sent free on application.

Saw the "Ad" in "The Bearings."

The Indiana Bicycle Co. have received the following letter, of which they are very proud:

INDIANA BICYCLE CO.

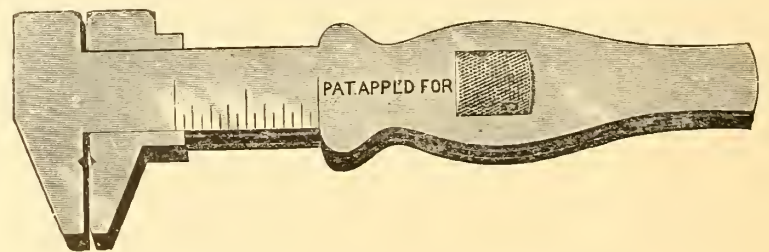
Gentlemen: I saw your ad. in THE BEARINGS. Please send me your '94 catalogue. I bought the first Waverley that came to this town, have ridden it over 3,000 miles, and it is in good condition now. If you have anything better this season, I want it. I like the Waverley better than any other wheel I have ever had. Yours truly,

CLEARFIELD, IOWA, Jan. 22.

S. B. HUYCK.

Make Wrenches, Oil-Cans, Wood Rims, and Valves.

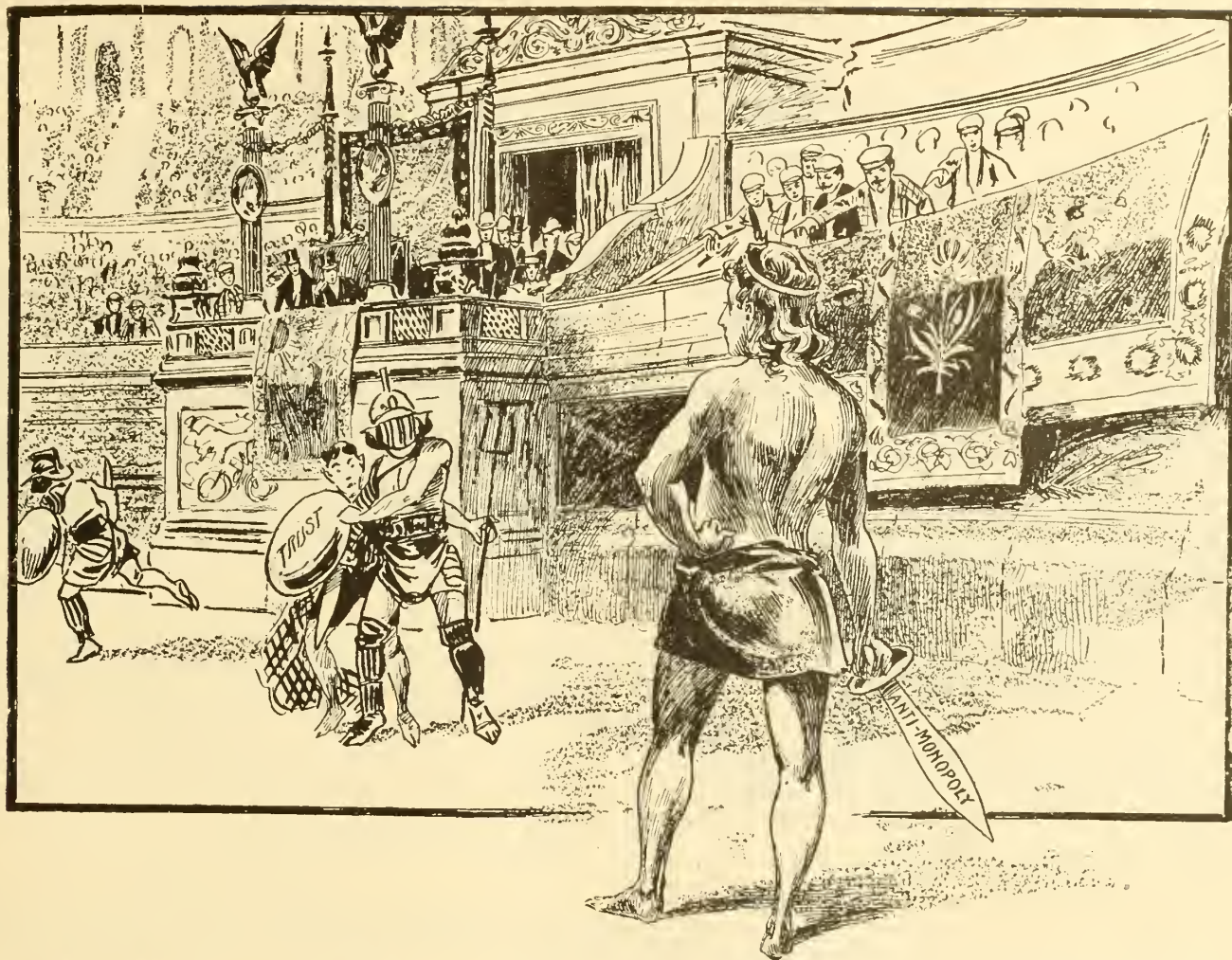
The Metal Turning Co., of New Haven, Conn., make a number of cycle accessories, among them being a first-class wrench, oil-can, wood rim, and valve. The wrench, a cut of which we show, is said to be one of the strongest made. It weighs but five and one-half ounces and is five inches long—just the right size to slip in the hip pocket. The jaws are forged of



the best crucible steel and are hardened and tempered to hold a square edge under hard usage. The opening of the jaw is graduated to the thirty-seconds of an inch and will be found useful in gauging work, as well as holding round and rectangular pieces for drilling or filing, the jaws being splined for that purpose. The oiler is something out of the ordinary run and will not spill or leak. Their wood rim weighs eleven ounces, is made of one piece, and has no joints.

Radell Tired of Playing Detective.

A. H. Radell, the Chicago cycle detective, says that there is little in the bicycle "recovering" business, and that he will soon retire and again enter the cycle building or selling line. He has been at work now for four months recovering stolen wheels for the Chicago Cycle Board of Trade, depending on the rewards for remuneration. He has found that people who lose wheels are glad to find them again, but that they think the man who recovers them is working for love and love alone.



DEATH TO THE TIRE TRUST.

A battle, composed of several so-called strong men on one side, and an independent manufacturer on the other. Watched by 100,000 Dealers and Riders. The success of anti-monopoly means dollars to the boys. Don't buy Trust tires.

Long live independence and individuality. Protection to our customers, and furnish them with the best goods that can be manufactured, is our motto.

We make our own prices regardless of the wishes of the Trust.

Last year you paid about \$25 per pair for Clincher Tires. We have cut prices and furnish a better Clincher Tire in our Cyclone than you can buy from the Trust and pay them \$5 more. Who are your friends? Why buy from your enemies?

Three Royalties every time you buy a Trust Tire. Can you stand it these hard times? We have the nerve and good judgment to assail the Trust. Now give us your support.

BRIDGET O'ROURKE

Bridget O'Rourke, with thousands of riders, still swears by Climax Tires. They have stood every test, and we defy any person to make a statement detrimental to them.

The Tires are right and so are the Prices.

HER PA PATRICK

was as large as Bridget, yet he preferred a Rex Road Tire. They are somewhat lighter than Climax and just as good. No better. None better.

MARY AND JOHN.

MARY: "What kind of a new-fangle tires have you got on that wheel of yours with them big raised rings all around?"

JOHN: "Oh, them is anti-sliders, which cost me \$25.

MARY: "You son of a gun! Take them right back immediately and get a pair of Eastern Rubber Mfg. Co.'s Cyclones, which fits on the same rim, and save \$5 to \$10. I have seen them advertised in THE BEARINGS."

FOR FURTHER INFORMATION, CATALOGUES, AND PRICES WRITE TO

EASTERN RUBBER MFG. CO

TRENTON, N. J.

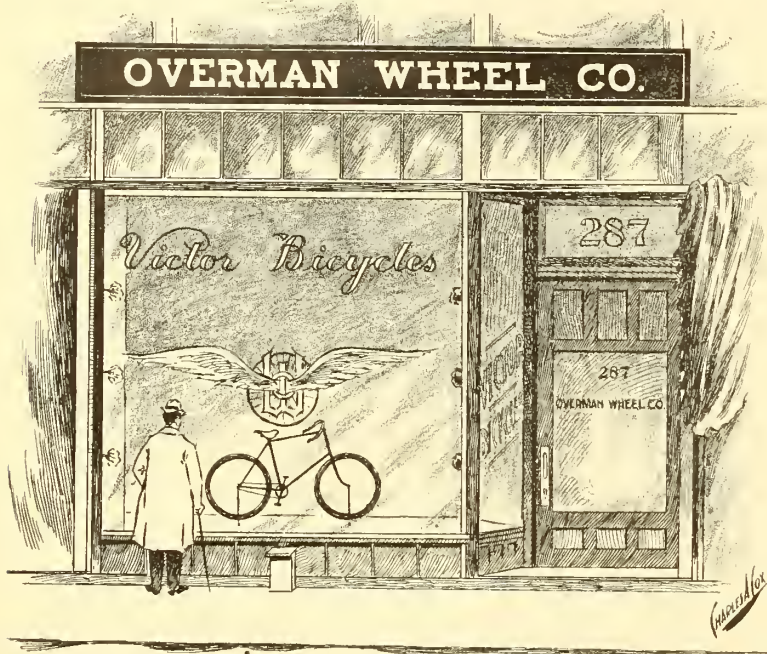
DISTRIBUTING BRANCHES: Factory and Head Offices, Trenton, N. J.

EASTERN RUBBER MFG. Co., 35 Park Row, and 9 and 11 W. Broadway, cor. Reade street, NEW YORK; CHICAGO, 207 Lake street; BUFFALO, Frank J. Eppele; PHILADELPHIA, H. C. La Cato; WASHINGTON, D. C. Goodyear Rubber Co.; ST. LOUIS, Day Rubber Co.; PITTSBURG, Hayward & Co., 86 Water street.

MENTION THE BEARINGS

The Victor's Chicago Home.

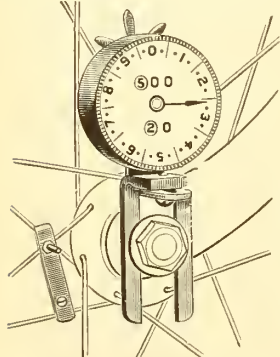
One of the brightest spots on Cycle Row is at 287 Wabash avenue, the Chicago branch of the Overman Wheel Co. Those who visited this city last summer would hardly recognize the place now, for Charles Overman has converted the store into one of the handsomest cycle establishments in the city. The front has been cleaned up and a large sign informs passers-by that this is the Overman Wheel Co.'s store. The show window has the well-known monogram of the O. W. C. on it. This outward display causes the passer-by to stop and look in. The platform inside the window is covered with handsome Brussels carpet and the Victor Flyer, on a fine nicked stand, attracts the spectator and he opens the door and steps



inside. Either Mr. Overman or Mr. Templeton receives him and he is shown through the place. Two electric lights show off the beauty of the store. A large wood carpet with a mosaic border covers the floor. The carpet is waxed so that it glistens like a looking-glass under the strong glare of the arc lights. The walls are highly decorated and the whole place is so changed that it is now hardly recognizable. Mr. Overman has samples of all the different models and expects to receive his stock in a few days.

The Crown Cyclometer.

The Boston Meter Co. have a good thing in the Crown cyclometer, and no one knows it better than do the many riders who use it. It is small and compact, and weighs but two and one-half ounces; it registers to 1,000 miles, and can be changed from one side to the other. The price of these cyclometers is \$6.



The Crown Cyclometer.

New Model of the Eclipse.

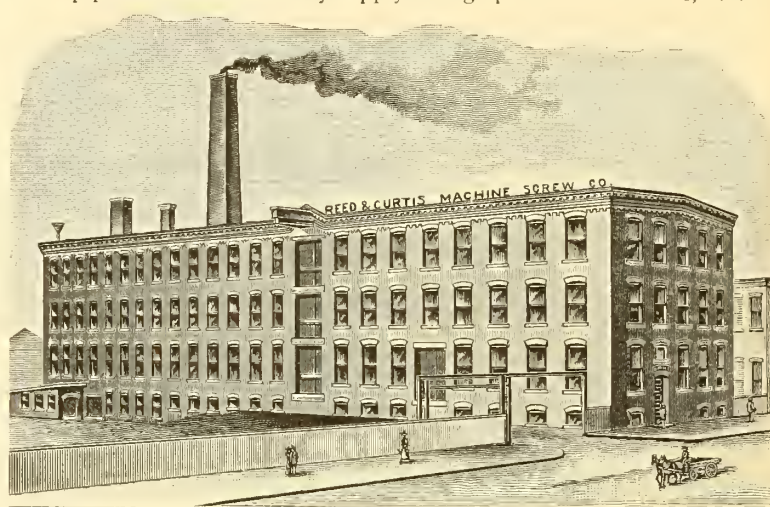
The Eclipse Bicycle Co. have produced a new model since they exhibited at the show, and since their catalogue went to press. This is the new Model A Eclipse, which will be used in place of the one now shown in the catalogue. This machine is probably the very latest 1894 pattern on the market. The lines have been changed somewhat, and the machine will now weigh twenty-five pounds with wood rims, or about two and one-half pounds more with the Eclipse clincher tire. The Model B Eclipse, which lists at \$100 and weighs thirty pounds, has also been improved in several respects. This machine will certainly be one of the leaders in the medium-priced goods. The Eclipse people claim that the only trouble with it is that it is too good for the price. The Eclipse Model A and Model B are beautifully striped with gold, and the former is fitted with a gold-plated nameplate of handsome design. The Eclipse company write that every few days they add one or two more of the oldest and strongest bicycle dealers in the larger cities to their list of agents.

Princeton, N. J., has no live bicycle dealers although the college is located there. The town itself is small and the college students are poor customers. There are a number of small curbstone dealers, who sell wheels during the season.

F. H. Collins & Co., of Fort Worth, Tex., have taken the agency for the state of Texas for the Fowler wheel and will work the state very thoroughly with a force of four traveling men. This concern has given a bona fide order for 100 wheels

The Reed & Curtis Machine Screw Co.

The accompanying cut will acquaint our readers with the largest pedal factory in the world. It is the factory of the Reed & Curtis Machine Screw Co. The company make no less than five different patterns of rubber and rat-trap pedals with which they supply a large portion of the trade, and in



addition furnish the various parts of the pedal, as well as many other bicycle parts, including crank pins, steps, collar screws, nuts, ball cases, coasters, nipples, for both wood and steel rims, and do sheet metal punching of all kinds. Any maker who has not already had their quotations will do well to write them.

Victor Travelers.

The Overman Wheel Co., owing to their change in disposing of their wheels through A. G. Spalding & Bros., for a large part of the country, have greatly increased their traveling force. They have ten men on the road now and the number may be increased.

Hendee in Europe.

Through an error we stated in our account of the Philadelphia show that George M. Hendee was in charge of Hulbert Bros.' exhibit. Mr. Hendee has not been with this firm for some time, and is now in England on a business trip.

A Fifteen Pounder.

Besides being an expert gunmaker and bicycle repairer Louis Jordan, of 71 and 73 East Randolph street, Chicago, can turn out bicycles that for beauty and workmanship are hard to surpass. At his store he has a thirteen-pound racing wheel that would make a racing man turn green with envy to look at. Twenty-six-inch wheels are used. His pet is his track and road



racer, which weighs from fifteen to eighteen pounds. These wheels he guarantees to carry a two-hundred-pound man. He also makes the Jordan Special light roadster, weighing from twenty-two to twenty-five pounds, selling at \$140, and the Special roadster, weighing from twenty-eight to thirty-two pounds, which sells at \$125. He asks \$160 for the racer. Mr. Jordan received a medal and diploma for the best hand-made gun at the World's Fair.

The James scored well last season, having won close upon 1,500 prizes, in America, England, France, Belgium, Germany, Africa, Australia, and New Zealand; also breaking several road records. Mr. Bridger is now in his new quarters at 103 Adams street, Chicago, trading as the James Cycle Co., and is the sole importer of the James for America.

Frank Fowler started on a trip through the south this week with the Fowler wheels.

EAGLE ALUMINUM RIMS

FITTED TO
CLINCHER TIRES.

All The Popular Makes.

*THREE POUNDS SAVED FROM THE RIM EQUALS
TWENTY POUNDS TAKEN FROM FRAME.*

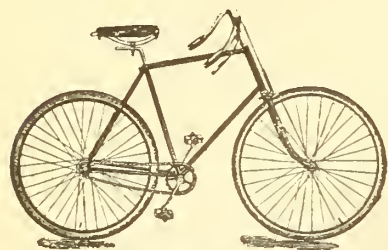
EAGLE WHEELS ALWAYS HEAD THE PROCESSION.

DO YOU WANT TO BE UP TO DATE ?

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

F. F. Ives, with the New York Belting & Packing Co., Ltd., has just been up in Connecticut showing their new Key tire to the cycling fraternity. Very satisfactory orders were booked. The N. Y. B. & P. Co. have a new motto for this tire: "Turn the key, we do the rest."



HAVE YOU EVER HEARD
OF THE

Chautauqua

If you haven't, and want to know all about a GOOD wheel, drop us a card. If you are an agent, or want to be, say so and we will quote prices.

CHAUTAUQUA CYCLE CO.,
JAMESTOWN, N. Y.

"PERFECT" POCKET OILER
THE KING OF OIL CANS.

Has no equal; does not leak; regulates supply of oil exactly; for a high grade wheel the "Perfect" is a necessity if you wish to obtain the greatest amount of pleasure and comfort.

PRICE, 25 CENTS EACH.



Half Size.

"STAR" OILER.

An excellent article; well made; has many improvements on ordinary oilers. Not up to the "Perfect," but still a good oiler for the money.

PRICE, 15 CENTS EACH.



Half Size.

OILER OR PUMP HOLDERS. 25c. EACH.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

ONLY A FEW LEFT

If you want to buy a good bicycle, *very cheap*, write at once. We have closed out all the machines that were actually damaged by fire, and there are only a few left that were slightly soiled by smoke. The

Fire Sale

Will run but one (1) week longer. Only a few '93 machines left, and about 60 28-pound wheels of the '94 pattern.

RALPH TEMPLE CYCLE WORKS,
158 Twenty-Second Street,
CHICAGO.

The "Wellington."

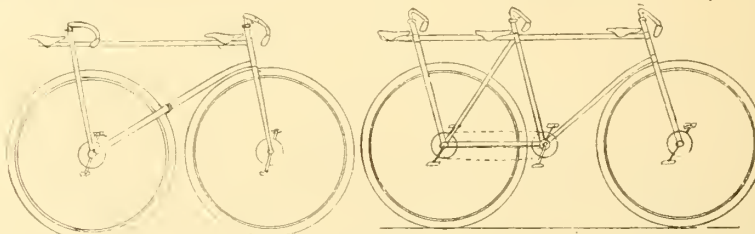
A wheel that has caused no little stir in cycling circles is the Wellington, made by the Stokes Mfg. Co., of Chicago. Its handsome lines and general appearance of lightness attract large crowds to the window of the Stokes company's store. The No. 1 Wellington weighs twenty-eight pounds, and



has a high frame and a forty-four-inch wheel base. The frame is reinforced at all connections, and is very strong. It is finished in black enamel with gold striping. H. C. Tillotson has just returned from a trip through Michigan with the Wellington, and reports a splendid business.

Triplet and Tandem Ideas from France.

Encouraged by the success of the tandem, triplet, and quadruplet for pacing in America, the inventive Frenchmen have gone to work to get up machines that will surpass ours. They have gone in for lightness, and think that they can build tandems and triplets that will not weigh any more than single wheels. The accompanying pictures were clipped from a French exchange, and show how the French think machines should be constructed.



TRADE TOPICS.

A. A. Taylor of the Eclipse Bicycle Co., and A. B. Barkman, of A. G. Spalding & Bros., were in Chicago this week.

Horace Bell was in Chicago the past week to close up the Chicago branch of M. Ward & Co. He returns to the coast at once and will again be in Chicago within a fortnight. This company have now gone out of the bicycle business. Mr. Bell's connection with them ends March 1.

The Garford Mfg. Co. at the present time are sending out 800 saddles a day. In January they shipped 12,000, and expect to double these figures this month. They have orders for 100,000 of their popular saddles.

The United States Projectile Co., of Brooklyn, N. Y., have withdrawn their agency for the sale of steel tubing from the Anglo-American Iron & Metal Co., and will hereafter handle all of their products direct from their works.

A. M. Scheffey & Co., 92 Reade street, New York, have added A. G. Ceely, of Brooklyn, New York, and Frank S. Mills, of Worcester, Mass., to their traveling force, and orders for Wynnwoods are being steadily booked.

George H. Shattuck, of Boston, and George H. Harris, of Syracuse, are the latest addition to the traveling force of the Syracuse Cycle Co. The former is traveling in the New England states and the latter in New York and Pennsylvania.

C. L. Morris and James A. Gilmore have sold their stock in the Marble Cycle Mfg. Co. and the Indiana Novelty Mfg. Co., the purchaser being M. W. Simons, president of the Marble Cycle Co. This gives Mr. Simons a controlling interest in both concerns.

The West Side Auction House, whose advertisement appears in another part of this issue, have about 700 wheels of three or four makes which they will auction without reserve to dealers only. The retail trade is not solicited. Among the machines to be sold are several hundred high grade English bicycles, some of an eastern make, and a quantity of Chicago manufacture.

THE BEARINGS

Vol IX
No 4

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, FEB. 23, 1894.

CLEVELANDERS ARE KICKING.

They Enter a Protest because the L. A. W. Will not Expel an Objectionable Member—Cleveland Happenings.

CLEVELAND, OHIO, Feb. 19.—There is "a heap of trouble" between Mr. Pennell, chairman of the membership committee of the L. A. W., and the board of directors of the C. W. C. Some time ago the club expelled from its fold a former secretary against whom grave irregularities in his accounts had been charged, and also demanded that he be expelled from the League. Foremost among those who were responsible for putting the man into office was the then president of the club, who, by the way, has since resigned. When his irregularities were exposed no one was more anxious to see him punished than this same gentleman. He not only demanded his resignation as secretary, but when it was not forthcoming—the secretary deciding to brave it out as the law could not touch him—he declared the office vacant and appointed another secretary in his place. Since leaving the club this gentleman, it seems, has experienced a change of heart, and has taken up the gauntlet for his friend, and they are fighting against his expulsion from the League. A large amount of correspondence has passed between the club secretary and Chairman Pennell but to no purpose, and now the directors have lost patience and say there will be trouble if their demand is not granted without further parley. There is even a threat of not renewing in the League if the objectionable person is not summarily bounced.

The Keating Century Wheel Club, the youngest club by the way in the city, gave an entertainment and "hop" at Memorial Hall one evening last week which was much enjoyed and was attended by representatives from most of the other wheel clubs. The Keating Club numbers among its members some of the best road riders in the state. The initiation fees and dues are small and the running expenses of the club light. The club badge is of neat design and fashioned, as are all century club badges, to permit of bars being attached. One of these bars is obtainable for each century made within the sixteen-hour limit. The meetings are held bi-monthly and all wheelmen are cordially invited to attend. They are made attractive, too, by a literary and musical programme and the reading of an essay by some member upon some topic of interest to cyclers. Papers upon the following subjects have already been delivered: "Enameling and Plating Parts;" "Rubber" and the "Manufacture of Rubber Tires;" "Brazing and Drop Forgings." Papers upon "Aluminum," "Training," and "Good Roads" are being prepared. The club fills a place heretofore left vacant among the cycling fraternity and is deserving of its success.

The Lakeside Club are having an acute attack of indoor baseball fever and all because Al Baehr has joined the team organized by the "Cleveland Grays." Now nothing will do but a game with the "Grays" and it's a good thing for Al Baehr that it isn't football! If the boys play indoor ball with the same amount of skill as shown upon the green diamond, the "Grays" will not have an easy victory. The C. W. C. boys still remember the drubbing they got at baseball with the Lakesides a couple of years ago.

A magnificent roadway, probably 120 feet in width, is one of the probabilities in the near future, for the termination of the finest residence street in the world—Euclid Avenue. A bill to this end has been introduced into the legislature by the Hon. Martin Dodge and with fair chances of passage. The chances are that the commissioners of Lake County will also take hold of the project, and beginning at their county line continue the work through to the next county.

The Fifth Annual Poorman.

If the fifth annual Poorman road race is not the principal road event of the year it will not be because General Poorman has not hustled to make it so. The energetic Cincinnati has started in already with his preparations for his great race and from the present outlook the Poorman will be a dangerous rival to the Pullman. The time medal will be something magnificent and when the road cracks see a picture of it in the papers General Poorman will have to hire another clerk to receive the entries that will pour in. The prize list will be larger than ever. The course will be shortened and the whole distance to be ridden will be an even fourteen miles. The finish this year will be at Carthage.

THE CHICAGO'S NEW HOME.

The Chicago Cycling Club is at last comfortably settled in its new clubhouse on Lake avenue, near Thirty-first street, and now has the handsomest home of any cycling club in Chicago. The Three C's have had a hard struggle the past year. The old clubhouse was in an out-of-the-way corner down by Jackson Park, and was so far away that the members found it hard work to get there once a week. Since the club moved into its new quarters it has added about thirty new members, and now the house is filled nightly.



The old Farraguts were a luxurious set and the Chicagos found the place fitted up with all conveniences. There are four magnificent parlors, an office, and a directors' room on the first floor. In the basement are the bowling alleys, pool rooms, shower baths, and wheel room. On the third floor is the ball room and theater. The gallery around the dance hall will accommodate a large crowd. Adjoining the theater are dressing rooms. From the cupola of the house there is a fine view of old Lake Michigan. Taken all in all, the Chicago Club could not have found a place that would have suited it better.

Preparing for the Big Road Race.

SAN FRANCISCO, Feb. 12.—The second annual twenty-five-mile road race of the California Associated Cycling Clubs will take place on the 22d of this month on the San Leandro Triangle. The road racing committee is working hard to make this race surpass any similar event ever held in California. Almost all the fast men have entered, and the race for the diamond medal which has been offered will be a hot one. Several minor medals will be also contested for.

The Bay City Wheelmen have moved into more commodious quarters, and expect to have a large increase on the membership roll.

The San Jose Road Club and the Bay City Wheelmen will hold a joint run to San Quentin prison in the near future. An inspection of the prison will be in order.

The San Jose public was "played" last week by a traveling trick bicycle rider. The show was advertised extensively and the grounds were crowded. After waiting for an hour and no signs of "Mons. Dugay, of Paris," the crowd left the grounds. Threats of dire vengeance were heard on every side.

ENGLAND'S NEW PROFESSIONALISM.

N. C. U. Votes against Allowing Amateurs and Professionals to Meet once a Year—Other English News.

LONDON, Feb. 10.—The meeting on Wednesday of the London Center of the Union, although well attended, was decidedly dull as far as the speaking went. F. J. Glynn, and J. Blair upheld the main provisions of the scheme for controlling the new professionalism, which formed the business on the agenda. Robert Todd was in the chair, and among the speakers were Doctor Turner, Hillier, Stroud, Capern, Griffin, and Burley. The recommendation of the sub-committee that once a year the best amateurs and professionals should meet in a championship, to be arranged by the Union—the amateurs to preserve their status—was warmly opposed by both Turner and Hillier, and on being put to the meeting was lost by nearly 2 to 1. The proposed class of cash-prize riders was condemned, and the definition of a professional rider simplified into: A professional rider is one who is not qualified to ride as an amateur under N. C. U. rules. Today the council will meet at Leeds, and the lines of the scheme will be finally settled.

The question of the taxing of cycles is stated to be at present engaging the attention of Her Majesty's chancellor of the exchequer, Sir William Harcourt, and *Wheeling* thinks it more than probable that the new Budget will contain a proposal to this effect. It is an unpleasant fact that an awkward deficit will have to be met, otherwise I should not attach much importance to this statement. We have heard the "wolf" cry of taxation before.

Wheeling has been appealing to the postmaster general to extend the use of cycles in connection with the rural delivery of letters. Arnold Morley, in the course of a courteous reply, states that as cycles could not be used in all weather their occasional use would cause irregularity in the times of delivering letters, hence it is not intended to make their use general. A government department will not be "pushed" even by an enterprising little wheel sheet like *Wheeling*, but I have little doubt that the use of cycles will steadily increase as the senior surveyors drop out of office and are superseded by younger and more up-to-date officials. Arnold Morley is an altogether admirable postmaster general, but of course he is hampered by precedent and custom like any other occupant of the post. It is stated that in France the government have adopted cycles to expedite the delivery of telegrams in eight of the largest cities with complete success.

"Choppy" Warburton Was Not Killed

after all. The news reached London on Friday afternoon last week, but H. J. Swindley's suspicions were aroused by the receipt on Saturday of a letter from Warburton bearing a Paris postmark and Friday's date. Upon inquiry by telegram it was discovered that Warburton was alive and well, the tandem accident not having caused him any serious injury. We have not yet heard who was responsible for error in the original telegram.

Three days of professional racing will take place at Kensal Rise grounds at Easter. I hear that for the chief scratch race \$1,000 will be put up as first prize. The promoters are not the Professional Cycling Union, and I can not ascertain their names. It is stated that the proposed six-day professional race at Agricultural Hall has been abandoned, but that inquiries are being prosecuted to secure the largest covered building in London for the purpose of a great six-day competition.

Mrs. H. L. Clark, one of the first lady riders of the metropolitan district to adopt knickerbockers, contributes an admirable article, in the current issue of *Bicycling News*, in favor of rational cycling dress for ladies. She dwells upon the agonies she has endured in skirts in the past, and claims that the new costume looks smart, practical, decent, and ladylike.

The Social Side of Cycling.

LONDON, Feb. 2.—Few London clubs have sprung into prominence more rapidly than the Mid-Surrey C. C., whose dinner I attended last Saturday. For its president it has P. M. Thornton, the local member of parliament, and among its hundred or more members are E. Dance, P. Gomme, F. Bowen, and several other lions of the path and road whose names were frequently before the public last summer. Unheard of a year ago, this club carried out last season a full programme of road and path racing, promoted an entertainment to make money for the Unemployed Fund started by the *Evening News*, and yesterday its secretary, J. T. Rees, was the spokesman of a deputation organized by the club, which waited on the London County Council to urge that body to provide a cycle track in Battersea Park. The Mid-Surrey men hold that cricket, football, and cycling are the three national sports, and as such should receive the council's attention in the London parks. The deputation was favorably received and the council promised to give due attention to its views.

The Scottish registration scheme provides for two classes of *amateurs*. Class A will be the amateurs proper, Class B will include all men in the trade, who will not be allowed to receive expenses, to violate the amateur rules in any respect, or to race against or pace men in Class A. Most of the English journals prejudice the scheme as a failure, and Mr. Sturmeay thinks the Class B Scotch racer will only be able to compete against professionals outside his own country.

No little amusement has been caused in London circles by the action of a jury in the city of London court, in dubbing C. A. Smith, the well-known Bath Road man, a *professional* cyclist. Smith is universally known as an amateur of the first water, being a cycling enthusiast and an honorary worker of many years' standing. It would seem that the word was used by the jury in some obsolete sense unknown or long forgotten by men of to-day.

The knickerbocker costume initiated at Brighton last summer by the

spirited Miss Reynolds has caught on, it is stated, and already several ladies are wearing it in London-sur-Mer, while next summer it is expected to be the general fashion for Brighton lady cyclers.

The National Cyclists' Union will meet at Leeds next Saturday for the exclusive purpose of discussing the new professional licensing scheme. Next Wednesday the London Center will meet, and from the amendments on the agenda, and the news of other center meetings already held, it is apparent that there is a general feeling in favor of the elimination of the class to be called cash prize riders. So, seemingly, next season will see only two classes in England—amateurs and professionals. At any rate this position will be quite logical.

Charles Terront, it was announced at the Palmer banquet, is to ride from Rome to Paris via the Alps, next season.

I hear that there is more than a possibility of the London Cyclists' Clubhouse—which has always been a failure at Queen Anne's Gate, Westminster—being transferred to a fine building on the viaduct, at present used as a hotel. This will be admirably convenient for the trade, and nowadays the trade looms more prominently than ever in London cycling circles.

The "Mudlarks," as the North London C. C. members are styled, have had a clubhouse at Barnet for over a year, but they have now decided to close it. This is a pity, but would seem to be the inevitable fate of ventures run by small clubs. The Mudlarks embrace probably seventy or eighty members. They are real all-the-year-round cyclers, devoted to their club runs, and fond of tours both at home and abroad.

"Will Ladies Wear Knickerbockers?" is an article in the current issue of *Cycling*, contributed by T. H. Holding, who writes in favor of the sensible and graceful fashion. Mr. Holding is an authority on dress, as well as an old rider. He took the tailoring department off the hands of the Cyclists' Touring Club when the club uniform ceased to boom some years ago, and absorbed it into his own tailoring business. Personally I am pleased and satisfied at the rate at which the national dress movement is making headway in the metropolis among lady riders, and I expect to have much to say on the subject before this abbreviated month draws to a close.

Percy Litchfield, whose practical cycling experience dates from 1874, is the honorary secretary of the Putney Athletic Club and the well-known cement track. He is engaged *con amore* (like Hillier at Herne Hill) in booming the path, which has been relaid and will have tiny transverse grooves in its cement surface. Doubtless these will remove all suspicion of suction. As for side slipping, such a thing has never happened in any weather at Putney.

C. W. HARTUNG.

Evansville Will Give a Meet.

W. C. Payne, the hustling Evansville, Ind., dealer, was in Chicago on business last week. Mr. Payne has not closed for all the lines that he will handle this season, but has the Cleveland for one. He is much interested in the proposed trip on the Ohio River in June, promoted by the Kentucky division, and will try to secure for his city the division meet of Indiana at that time. Evansville gave one of the best meets in the western circuit of two years ago and drew good crowds. The present season it is planned to give two meets, and the spring tournament is an assured thing. The international meet at this point fell through last year when Mr. Payne was laid low with a severe attack of sickness.

The state meet of the Ohio division will be held in Cincinnati on July 2, 3, and 4, under the auspices of the combined League clubs of the city.



A LONG STORY BOILED DOWN.

BLOW TO THE CLUBS.

Action of the Board of Officers will Hurt Racing in New York State
—A Millionaire on the State Racing Board.

SYRACUSE, N. Y., Feb. 18.—Scarcely any notice has been taken by the many League clubs in New York state over an action of the board of officers which met in New York City December 18 under direction of Chief

Consul Charles H. Luscomb, which when recognized for its full worth will cause consternation in every organization in the Empire State. So quietly was the thing engineered and voted upon that no suspicion of its real purport was aroused. Vice-Consul Charles W. Wood, of Syracuse, is the instigator and the following bill which was passed is due to his efforts:

Resolved, That to each of the four clubs under whose auspices the circuit races are held be allowed \$25, and to such clubs under whose auspices the state meet is held \$50 be allowed by the state division on condition that such clubs admit free to the races all members of the League on presentation of the League ticket.



VICE-CONSUL CHARLES W. WOOD.

The cycling magnates who represent various cycling clubs as delegates sat idly by while Vice-Consul Wood, with his inspiring eloquence, unbridled at that, swept all opposition before him, and the resolution went through without a dissenting voice. But now cries are heard in all parts of the state at the stupendous blunder the New York state division board of officers has made. It is an undisputed fact that while the measure will greatly assist the League members individually, the clubs under whose control these meets will come will suffer for the iniquity of others and Vice-Consul Wood in particular. That the latter, capable business man that he is, did not see the damage this clause would work is beyond comprehension.

The division has saddled upon the weak backs of many clubs a ponderous item of loss which will certainly have a disastrous effect on wheeling in every city of the state. Syracuse is centrally located, and her cycling agitators are the recipients of much information in regard to the feeling manifested. Take the comment here for instance. The Century Cycling Club has held either the circuit or state meet for three years. Its officers are ambitious, and the state meet held here last year was a glorious success. It was their intention to again apply for the circuit meet, and meeting no opposition from the Syracuse Athletic Association the road was seemingly clear. But to frustrate their efforts came the meeting in New York, and the subsequent passage of the aforesaid resolution. It was laid down in black and white, and there is no alternative. Considering the matter, it is well to say that there are 1,000 members of the League in Syracuse. Each of these individuals, empowered with a League ticket, can obtain admission to the circuit races. That means exactly \$1,000 worth of patronage, and as a crowd of 3,000 is considered large, the officers of the Century Cycling Club would find themselves in a hole. The whole thing is irregular and preposterous. It is unworthy of a clique of men who run this part of the League's affairs. The import of these remarks can readily be seen. The state division has put its foot in it, and there is no way out of the difficulty. Already the clarion bugle notes of alarm have been sounded in various parts of the state. The cities who are looking for these meets will make no further efforts to secure them. It means a loss, where success was assured. Unless this question can be altered in some clever manner, Vice-Consul Wood and his adherents in the board of officers will be literally damned.

The agony in regard to the appointment of a wheelman to fill a vacancy in the State Racing Board is over. The appointment was at the disposal of the Century Cycling Club and Syracuse Athletic Association, and to the disappointment of a couple of factions here neither C. A. Benjamin or C. E. Wood received the office. It seems that the presidents of the clubs thought it an excellent idea to name a gentleman who would be willing to show no prejudice to either organization and as the result of their deliberations Hendrick S. Holden, of this city, a coal merchant and millionaire, was elected and now receives the unanimous approval of the entire cycling element. Mr. Holden has been identified with wheeling but a short time yet he has been zealous in its interests and will make the right sort of officer for the League.

The Syracuse Athletic Association has made application to the Racing Board for a sanction for Labor Day and no doubt their request will be granted. This has always been the association's day and the committee in charge will begin hustling at once to make it a brilliant success.

William Van Wagoner is about to bring out a tandem of his own design which has never been equaled. Van is not conversational on the

subject, only remarking that it will be as unique as anything ever manufactured and as handsome as his lovely wife. Three and one-half inch tires will form a part of the contrivance and a pneumatic seat and pedals of the same caliber will ease his wife's comfort. It is a tandem "just for two," Mr. Van Wagoner says, but he may introduce it to the trade.

John S. Johnson's records are not "in it" with some that have been made on the home trainer at the Century Cycling Club. The boys are doing faithful work in preparing themselves for the summer's campaign, and in the attempts for the best time some marvelous wheeling was indulged in. George Rice rode a quarter of a mile in 24 seconds and finished the mile in 1:45. Harry Allen set out on a ten-mile run on the machine, and before he knew it he was traveling faster than a mile in two minutes. The indicator proved the time, notwithstanding Allen's doubts. Two miles were made in 3:51, and the young man let out faster still. The five miles were accomplished in 9 minutes, and when he fell off the wheel after doing ten miles he found that the actual time was 19:30.

THE GREAT FRENCH TANDEM RACE.

PARIS, Feb. 7.—The weekly sensation was provided by Mr. Marchand in the shape of the tandem match between the Farman brothers and Wheeler and Warwick. This was Wheeler's first race in France and he was unfortunate in the selection of his partner, which caused him the loss of his match.

The Farman brothers had been the first to answer the challenge issued by Wheeler and Warwick for a fifty-kilometer tandem race. The elder Farman, who was 100-kilometer champion in 1892, had done nothing on the track last season, having been abroad part of the time. He rode from Paris to Madrid in seven days at the end of the season with E. de Perrodil, making a record between the two cities. The younger Farman made his first appearance on the track last spring and at once showed up remarkably well in the junior class. He was right among the leaders at the close of the season. The brothers had never ridden tandem together before a few weeks ago, when they began to train, and their style at once impressed the knowing ones. It is difficult to find a more perfect unity of motion in any possible pair of men.

Wheeler and Warwick had been training together since the beginning of January and made quite a good showing, although Warwick, who is a good consistent rider, can not be said to be in the same class as Wheeler, Harris, and the other top-notchers. There is between them the margin which separates a first class man from a champion, and it is evident that Warwick was beaten on his form last Sunday, while Wheeler was not.

The distance also was much against Wheeler, while it suited his opponents to a dot. Fancy a man who has seldom raced over ten miles going into a thirty-one-mile race, without any special preparation, with a mate whose action does not fit his own, against a crew who is as much to the good as he is to the bad!

Well, to come back to our relation. The start was given to the crews after a handicap race which was won by Arland. The men moved away slowly, neither of the pairs caring to lead, Wheeler and mate finally taking the front place. On the fourth kilometer the Farman tandem took the lead, and well paced by several tandems and Baras and Merland on singles, they covered the first ten kilometers in 16:59 1-5. The pace improved after this, the crews leading in turns, the twenty kilometers going in 33:36 2-5. The Farman crew suddenly spurted on the twenty-first kilometer, taking fifty yards lead before the other tandem could get under way. Going round the turns, Wheeler's pedal struck the banking and the crank was bent, causing a dismount. Seeing this, the brothers stopped, waiting until their opponents were under way to resume the spurt and come up even, one lap ahead. A roadster tandem had been given Wheeler, and it was too low-gear for track use. The Farman brothers again spurring ahead, the Wheeler tandem got left and lost a second lap, despite a game fight. In vain did they try to spurt away from their opponents. The Frenchmen followed easily and the first hour closed with 36.816 kilometers to the Farmans.

Wheeler and Warwick had taken their repaired tandem on the thirty-third kilometer and again tried to break away on the thirty-seventh, without success, Warwick slipping his pedal and causing the pair to stop again. The Farman brothers in turn spurted but were caught in a fine sprint by the others.

The final spurt began three laps before the finish, the foreigners leading then and doing splendidly to keep their position. The Frenchmen worked all they could to try and pass by in each straight, but the others managed to stay ahead, and were half-a-length to the good at the tape. Time for the fifty kilometers, 1:22:08 1-5.

The next event will be a ten-mile match race between Baras and H. F. Barden, which is to be run on Sunday. Barden has also challenged every one of the other English riders now in Paris, Harris, Edwards, Schofield, Warwick, Lumsden, Wheeler, and all the French riders at large. These challenges have been all taken up, and an interesting series is forthcoming.

A. G. Roux.

The Wheelmen Win.

A dispatch from Philadelphia states that A. H. MacOwen, well known to all wheelmen, who was running for a seat in the city council, was elected by a large majority. He ran ahead of his ticket on the vote. This is a great victory for Philadelphia wheelmen, who all took off their coats to work for MacOwen.

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GEO. K. BARRETT, EDITOR.

THE LEAGUE SITUATION.

The Louisville meeting of the National Assembly of the League will pass into history as the most important that it has held for years past or to come. Earnest and careful discussion was given all questions of importance. In spite of the fact that the meeting was held over a dynamite magazine, to speak figuratively, there were no unseemly wrangles. A word, a look almost, would have precipitated a warfare of words, but the delegates seemed to realize the uselessness of any such wrangles, and happily steered clear of them.

The dues were raised from \$1 to \$1.50. This action will certainly result in a decrease in membership for a while at least. In the long run it will undoubtedly result in a better class of members, if not in larger membership. Moreover, the move was an absolute necessity. The report of the auditing committee showed conclusively that the League stands today in a position of bankruptcy.

It showed as well that *Good Roads* had cost the League in actual money paid out of the treasury over \$16,000, and in contributions over \$5,000, or considerably over \$21,000 in all, for which there is nothing to show today but a magazine that is losing money on every issue. It was the sentiment of the assembly that the work for good roads must be continued, but that the cost must be reduced. The magazine will be sent in future only to members of the League who subscribe for it at cost price, 50 cents.

The long-talked-of two-class system for racing men was adopted as proposed, but with added restrictions on the Class A men, and a fair trial will be given the system. May it prove successful.

The League is now without an official organ. The matter of providing it with one was intrusted to the executive committee. With a provision of 50 cents per member for the paper, a good one should be provided.

The growth and power of the far west was recognized in giving the next League meet to Denver. It will be a meet well worth attending.

The long-agitated question of barring negroes from membership was carried. It will be subject for comment for a short time and will then be forgotten except as the growth of the League in the south recalls to mind the fight the southern wheelmen made on this question.

Among many other things done may be mentioned as particularly important the adoption of the amendments providing for the establishing of divisions and subdivisions in states having 100 and 50 members, respectively, the authority vested in the executive committee to revoke the certificate of League clubs in the interest of preventing fraudulent representation on state boards, and the added duty of the transportation committee to take charge of the matter of recovering stolen wheels.

The changes made were, as far as can be judged now, for the best. They will give the League greater scope and in the end result in much good for the members themselves and the great public as well. With a most excellent set of executive officers to carry out the changes, the results can hardly fail to be gratifying from the very first.

THE LEAGUE'S NEW OFFICERS.

Who can imagine the feelings of Charles H. Luscomb when he heard the report of the tellers announcing that in the turn of the wheel of years he was elected to again sit in the chair from which he was ousted four years ago by a hostile assembly. What a triumphal vindication it was! It has never before happened and will probably never happen again in the history of the League that a man will hold the supreme office in the gift of the League for two terms separated by a period of years; and more than that, when he left the first time in seeming disgrace. It was more than a triumph and a vindication. It was far better than to leave the office, as the last occupant left it, with a hypocritical vote of thanks for the good work that he had done for the League, when the men who voted for the complimentary resolutions knew to a man that they were not voting in accordance with their own feelings, but for the best interests of the League in saving an untimely and useless wrangle. The new president is a man of brains, experience, and integrity and will make a model president.

A. C. Willison has proven himself one of the ablest thinkers, best debaters, and hardest workers in the National Assembly. His work as chairman of the auditing committee was something tremendous. Its report gave the assembly and members of the League at large the first accurate knowledge of the financial standing of that body that they have had for a long time. He will fill the office of first vice-president in a manner befitting such a man.

George A. Perkins is another man who receives tardy recognition at the hands of the League through its assembly. In former years used as a tool by more ambitious division politicians, he has nevertheless, as chief consul of Massachusetts, built up the greatest factor among the many that make up the League. Last year he was the leader in the fight against the administration and fought nobly and well but was defeated. Had the victory been his, the League would have been saved thousands and thousands of dollars on the admission of some of the very people who helped to defeat the measures he championed. On the very eve of the election just passed he refused, under the strongest pressure,—the threat that he would be defeated himself,—to pledge the Massachusetts delegation; refused on the plea that he had no right to pledge it. He received his reward. Can it be doubted that he will make a good vice-president and member of the executive committee?

STRAY SHOTS.

Thomas F. Sheridan.

It might be inferred from some of the utterances in this week's BEARINGS that there was some intention to reflect on the defeated candidate for the presidency. There was not. A better man was never defeated. During all the time that he has been before the League as an officer and worker there has never been a word breathed against his integrity. He has been a hard and unselfish worker for the good of the League. He made the race for the presidency in the face of the biggest kind of odds, and his defeat was a foregone conclusion long before the assembly was called to order. This does not make him less worthy the respect and admiration of the cycling public. He had the misfortune to be associated with a man who, to put it mildly, sadly bungled the League's affairs.

Lost Three Thousand Balls.

During the last hours of the Philadelphia show the glass case broke in which the Cleveland Machine Screw Co. were showing many thousands of dollars worth of steel balls, and the balls were sent rolling to the four points of the compass. A wooden case on the inside prevented the entire emptying of the case, but three thousand balls were lost. Some fiend informed the people that the balls were souvenirs; then there was a scramble, and in less time than it takes to tell, not one of the three thousand balls that escaped was in sight, and the people had a lot of little balls in their pockets for which a large proportion of them would never have the slightest use. The entire contents of the case, of which a very small proportion escaped, were valued at \$3,000.

Loaned Money on a Souvenir Pin.

A traveling man who had been at the Philadelphia show, and had secured one of the pretty little souvenirs of the Cleveland Machine Screw Co., met another man in Baltimore, who, like himself, was wearing one of the little triangles. With a smile he asked, "How is business?" supposing the man to be a traveler for a bicycle house like himself. "Beezness vas tam poor in the clothing line," said the man, who proved to be traveling for a clothing house. "Where did you get that pin then?" was the query. "I met a man out here on de road who vas hard up and he asked me to loan him a dollar on dis valuable pin, and I did. I vonder whether the pin cost him so much." And the bicycle man smiled.

Tandems will be the rage in Paris next spring. A cycle club was formed recently and will organize a series of tandem tours around Paris. Eleven ladies and eleven gentlemen of the upper ten will compose the party.



confusion, I must confess, for the deep chest notes of the tragedian startled me, "I understand you have challenged the world to ride in the mile, and I wish to ask you what wheel you will ride."

"Boy," replied the great man, "trifle not with me, I beg of you, for, by Heaven, I would as soon make a meal of you, aye, by Heaven, I would, as take a glass of small beer. Do you list what I say?"

I assured Mr. Barrett that I had heard every word.

"I did think me," continued the tragedian, without paying the least attention to my remark, and surveying my Adonis-like presence with a contemptuous look, "that this was a town of wheelmen. But if thou art a sample of the guild, ye gods, what a lot the rest of ye must be."

There was evidently something wrong with Mr. Barrett. Even Ophelia, who stood by, seemed to be aware of the fact for she removed her fright wig with an uncertain hand, and glanced apprehensively at Barrett first and then at me. I think the young woman feared that I would strangle the man where he stood, and was anxious to get away to avoid having to testify at the trial.

Hamlet arose from the chair on which he sat, and began to pace up and down the room.

"Methinks," he said, as if in reflection, "I see Tom Eck."

"Where, my lord?" I asked, walking around.

"Peace, fool!" he replied. "In my mind. Methinks I see Tom Eck and Johnny Johnson on a tandem behind Nancy Hanks. Ha! ha! 'Tis well! What say you, Horatio?"

"I think you're a liar," I replied. "I mean—I—"

"Liar, didst thou say, boy? Dost take me for a makers' amateur! Avaunt! Tell me, what is *ab* spelled backward with a horn on his head?"

Ophelia and I exchanged a hasty glance. There was a volume of meaning in the look. She approached me, laid her dainty hand on my bosom, and slowly and distinctly repeated these words:

"The best thing for you to do is to make a swift sneak out of here. His nibs is dead beery and there's something up."

At this stage of the game Hamlet turned on me and exclaimed fiercely:

"Hence, thou flap-dragon! Thou neat's foot! Thou dog of a traitor! Get thee to a tire factory."

This was more than I could stand. "Look here, Hamlet, or whatever your name is, you can't play this kind of a—"

But the fair Ophelia dragged me away, and as I left the great tragedian I heard him muttering something about a can of beer.

"Imlac" Versus Brahma.

My esteemed contemporary "Imlac" in a recent number of *The Wheel* wades just a bit beyond his depth when he undertakes to slosh around in oriental mysticism. His title, "Generalities; Cycling and Otherwise," seems on this occasion to apply only to the latter qualification. His inspiration is drawn from what he is pleased to call the "Rig-Vedas," the text of which, according to "Imlac," is written in the "Hindoo" language. Perhaps if he were to stick to his generalities when they concern cycling only, we might now and then get something out of him. But his recent abracadabra about oriental religion and poetry is positively misleading.

In the first place he quotes from the "Rig-Vedas," when there is no such book. There are four Vedas—we all know that—and one of them is the Rig Veda or Rik Veda.

In the second place he says it is written in "Hindoo" (meaning presumably Hindi), when every sophomore knows very well it is written (as are all the Vedas) in Sanskrit.

In the third place he says the author was a savage, or might have been a savage, when it is proverbial that the Vedas and the Vedantic system are the most intricate metaphysics ever excogitated by man.

And the best of the joke is that Editor Mccredy, who is, I am told, a Dublin University man, copies the whole "piece" in the *Irish Cyclist*.

Perhaps Mack did it to be satirical; or is it possible that Mack doesn't know?

It is a fine thing to stick to your text and if my readers will pardon this little episode I promise never to offend again. But "Imlac's" mysticism is so provoking that I really couldn't help it. Cyclists who desire further information on this head will please address, Max Mueller, England, Europe.

Mr. President, Stand Up,

If the new president of the L. A. W. expects to win with this crowd, he must:

See to it that the name of the L. A. W. alone is sufficient to scare all the road hogs in the United States of America out of their five wits;

Look after the new members and be sure that they are educated to the proper appreciation of good roads;

Be sure that his administration discourages trick riders from believing that they are the only part of the show that is worth looking at;

Keep his eye on the makers' amateurs and see that they get a square deal;

Try to impress editors of bicycle papers that their readers are not passionately fond of perusing personal "roasts" of other editors, and that it is bad policy to give away columns of space in advertising rival journals;

Never cease insisting that men who ride bicycles are not fourteen-year-old boys, whose sole object in life is to afflict the ears and eyes of citizens by grotesque exhibitions in the public streets;

Be able to satisfy all sides that he is the very man they have been looking for, and that without him the League would have gone to wreck and ruin;

Never refuse to be on hand at every wheelmen's banquet and make a speech telling all about the League, and what it was "then," what it is "now," and what it will be "hereafter";

Be ready to show a large profit on the business that has been done by the League at the close of his administration, the large mileage in good roads he has added to the county, and several thousand road hogs arrested, tried, and convicted;

Make a complete bicycle census to be used as a club in local politics all over the country, and with the highway committee at Washington; and

Otherwise comport and deport himself in such manner as will please each and every member of the League, and the membership of that body as a whole.

Unless the new president can do all these things, and to our satisfaction, we advise him to resign from the job while he yet has time. Else it were better for him that a millstone had been tied round his neck and he had been dropped into the middle of the Atlantic Ocean.

At Louisville.

Ebenezer Smith: Mistah Wheelum, how's yo' gwine to vote on dis heah niggah question?

The Candidate: Well, Mr. Smith, I haven't—that is—er—a—you see the problem is a—rather—a complicated—



Ebenezer Smith: Look heah, white man, I doan' want no convocatin' 'bout dis. How's yo' gwine to vote?

The Candidate (contemplating Mr. Smith's right hand): I—a—well, I think I'll vote for the fraternization of the pigmented velocipedist.

THE NATIONAL ASSEMBLY.

L. A. W. Delegates Accomplish a Great Deal of Work at Louisville—The Most Important Convention Held in Years.

FOUR RADICAL CHANGES MADE.

Luscomb Defeats Sheridan for the Presidency—Denver Gets The Meet—Class B is Adopted, and the Negro Barred.

LOUISVILLE, KY., Feb. 19.—The arrangements for the meeting of the National Assembly, which began here today, were all in charge of Messrs. Watts, Johnson, and Meglemry, who did not overlook a single detail in providing for the comfort of the members of that body. Headquarters were established at the Galt House and everything was done for the comfort of the guests, even to serving them cocktails in their rooms before breakfast—no extra charge.

The members began to arrive on Friday, but the larger number did not reach here till some time Sunday. The Illinois delegation with the Denverites came in twenty strong on the Monon route at 7:30 Sunday morning and the larger part of the easterners came over the B. & O., arriving early in the afternoon. From that time on the corridors of the hotel were filled with delegates working for their various candidates and measures. In the evening several caucuses were held and combinations were made. It was early seen that Sheridan had scarcely a fighting chance for the presidency, that the "white" amendment would be carried, and that Mergenthaler had no business running against Brewster for treasurer. The withdrawal of Boston for the League meet was also decided on.

Most of the delegates spent the greater part of the night in caucusing and talking and not a few showed the signs of it the next morning.

The Assembly Meets.

The meeting was called to order by first Vice-President Sheridan. Secretary Bassett proceeded to call the roll, which showed that there were present ninety-seven delegates in person and eighty-four by proxy, a total of 181 out of a membership of 185. Immediately after the roll-call Messrs. H. W. Stebbins and J. T. Holmes, of Michigan, appealed to the meeting to seat them, claiming that they had been elected delegates by their state board and through the negligence of their secretary-treasurer their names had not been sent to Secretary Bassett and the notice of their meeting had not been published in the official organ. A protest signed by "Griff" was read by W. C. Noack. The whole matter was referred to the committee on rights and privileges. Chairman Cossum, who was the only member of the committee present, reported in favor of seating the two men and the assembly adopted the report and the men were seated. During the discussion that preceded the referring of the report to the committee, Mr. Burdett questioned Vice-Consul Joseph W. Smith, of Michigan, in regard to the matter, and asked him if there was any protest made against the men at the time of their election; and the Michigan man convulsed the whole assembly by saying that "the whole meeting was a 'scrap' from beginning to end."

The President's Report

was the first regular business. Colonel Burdett opened his address by saying that he had some time since tendered his resignation, as he had said he would do when elected last year for a two years' term. Contrary to the expectations of many, the report was very pacific in tone. He was evidently not looking for a repetition of the Buffalo troubles. He spoke at length on the question of the Good Roads Bureau, and said that the executive committee had given three months' notice to Isaac B. Potter of the cancellation of his contract on the 10th of this month, as the finances of the League necessitated such a move, but he recommended the continuation of the *Good Roads* magazine, and the retention of Mr. Potter in his editorship and as chairman of the Good Roads committee. He said that reports had found their way into the public prints to the effect that Potter had altered his contract with the League, and said that to the best of his knowledge and belief that such was not the case; but before making this statement he said that he had never seen a copy of the original contract. He gave figures on the Good Roads Bureau which are included in the report of the auditing committee, and in concluding reported that all told the executive committee had had the stewardship of nearly \$100,000, and that they had handled it with care, and had accounted honestly for every penny.

As the retiring president took his seat David J. Post sprang to his feet and moved that the report be accepted—"just to show that there was no frost," as one delegate remarked. Of course the report was accepted.

Potter immediately claimed the floor on a question of personal privilege and said that he knew that when a man accepted a salaried office in a voluntary organization he knew that he lost his influence; but he knew of no

precedent whereby his integrity should be assailed. He said that any authentic reports of any such alteration of his contract as had been made have come from the members of the executive committee which had made it (Messrs. Dunn, Burdett, and Brown). Burdett had already stated that he knew of no such alteration and he requested Doctor Brown to say if he knew of any. The doctor gave an emphatic "no" for an answer, after which Potter read letters from Dunn still further fortifying his position, and said that he could produce affidavits from two more men, who had the transcribing of the contract, to the effect that it had not been altered. A unanimous vote of confidence was passed.

Treasurer Brewster then made his report, which was accepted without question.

Then Came the Report of Secretary Bassett.

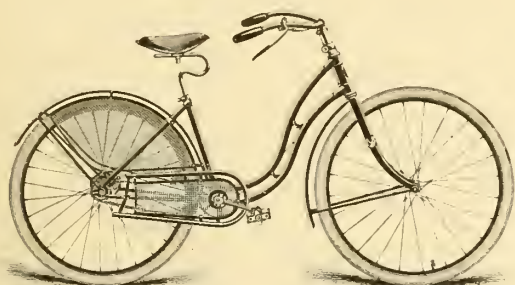
Now indeed is the "winter of our discontent," and in the deep bosom of the cruel ocean of bitter disappointment are buried all our cherished hopes for a largely increased membership, and our eager desires for the plethoric purse that accompanies it. Our note of triumph is stilled this year and in its place we must sing a song which has the cheerfulness of a mournful dirge. Never in the past have we taken a backward step in building up our membership, and we have not done so this year, but the step we have taken is but the toddle of an infant where we hoped to see the stride of a giant. The great impetus of the renewal season sent our membership to an elevation from which the months of despair have been unable to dislodge it. Up to the month of July last it could be said that in the seven years preceding, the record of any month of a given year would show an excess above the corresponding



month of the preceding year. Since July we have seen no single month that has not fallen far below its correspondent of 1892-93. In the months from July to February of 1892-93 we enrolled 8,801 members and in the correspondent months of the present year the number was 4,763. A loss of 4,038 and a financial loss of \$2,019. Since the Bulletin became a monthly, November last, the contrast is more painful, for it shows the figures 2,341 and 1,083 or a loss of 1,258. The record since July shows a loss of 46 per cent. and the non-Bulletin period costs us a decrease of 64 per cent. Just how much of our sorrow can be charged to the Silver Bill and how much to the Tariff agitation is not for me to say.

Below will be found a table which gives the total membership by divisions to date, and the corresponding membership of last year:

	1894	1893		1894	1893
North California	720	1059	Vermont	113	102
South California	307		Virginia	170	159
Colorado	611	282	West Virginia	125	83
Connecticut	2297	2748	Wisconsin	492	597
Delaware	47	67	Georgia	152	104
District of Columbia	332	932	Montana	120	132
Illinois	2511	2826	North Carolina	69	85
Indiana	581	547	Utah	76	63
Iowa	621	510	Alabama	207	146
Kansas	339	274	Arizona	18	29
Kentucky	614	463	Arkansas	38	29
Louisiana	23	58	North Dakota	71	31
Maine	434	323	South Dakota	101	105
Maryland	694	811	Oregon	43	48
Massachusetts	6291	4759	South Carolina	42	40
Michigan	1159	1290	Washington	113	74
Minnesota	402	316	Wyoming	28	38
Missouri	865	695	Florida	43	11
Nebraska	306	243	New Mexico	27	24
New Hampshire	369	358	Nevada	19	25
New Jersey	2010	1902	Maritime Provinces	32	28
New York	4521	4360	Idaho	3	
Ohio	3244	2730	Mississippi	6	15
Pennsylvania	4554	3616	Germany	1	3
Rhode Island	635	733	Bermuda	2	2
Tennessee	119	177	Oklahoma	15	5
Mexico	1	2	England	2	7
Canada	10	10	Hawaii		1
France	1				
Texas	204	227			
Total			Total	36950	34304



Price, \$125.

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HARTFORD, CONN.

MENTION THE BEARINGS

The figures for '93 include what are now North and South California.

The total shows an increase of 2,646 to date and a gain of 1,981 over the complete total of 1893. Of the 34,961 members enrolled last year we renewed 23,539 and lost 11,422. This gives us an excess of renewals over the preceding year of 5,749. We have enrolled 13,411 new members, which shows a loss of 3,103 to date and is 3,760 below the total enrollment of last year. The first ten divisions for the last two years and this year are: For 1892: Massachusetts, New York, Pennsylvania, Illinois, Connecticut, Ohio, New Jersey, Michigan, Rhode Island, Maryland.

For 1893: Massachusetts, New York, Pennsylvania, Illinois, Connecticut, Ohio, New Jersey, Michigan, California, District of Columbia.

For 1894: Massachusetts, Pennsylvania, New York, Ohio, Illinois, Connecticut, New Jersey, Michigan, Missouri, North California.

Our list of lady members has shown a falling off. Last year we had 1,162 members. This year we have but 915, a loss of 247. Massachusetts leads with 251 members.

Our income to February 1 has been as follows: Applications, \$27,365; renewals, \$23,539; ticket holders, \$744.50; uniform, \$91.69; veteran bar, \$88.50; fines, \$88; interest, \$36.10; duplicate tickets, \$4.65; total, \$51,957.44.

The above shows an excess of income of \$1,756.05. Goods sold with stock on hand have yielded profits as follows: Holders, 774, \$345.85; uniform, \$110.37; bar, \$10.

Of the \$50,904 received from members we have credited \$31,987 to divisions and \$18,917 to the treasurer.

We have 251 League clubs enrolled against 233 last year. Massachusetts leads with thirty-six, with Ohio a good second with twenty-nine.

If the Wheelman Co. had carried out their contract to date, they would have sent out to the members 1,879,871 papers, which would have cost the League, if paid for at 1 cent a copy, the sum of \$18,798.71. During the year we have sent to the treasurer \$12,500. This is an amount \$500 in excess of that sent the previous year.



The months after September are the non-earning months of the League and it is customary for the secretary to retain funds in hand sufficient to meet obligations incurred to the end of the year. The only basis for a calculation of this kind is the record of the preceding year. It has never failed to show satisfactory results till the present year. My remittances to the treasurer were sent upon a supposition that our income would be equal to that of '93 and the result can be easily seen when it is known that we ran behindhand to the amount of \$2,000. January 1 found us with \$764.39 on hand and a debt of \$1,122.95 to divisions, a shortage of \$358.56. In two cases where divisions were in need of funds we have paid what was due, but in nearly every case we have found that the division officials were in no present need of money and were willing to wait till some plan to extricate the national organization from its dilemma could be formulated. Had we sent to the treasurer a sum less by \$500 we should have been able to report today that all obligations had been met and we had turned over cash to the treasurer to the same amount as that of last year. "But of all sad words of tongue or pen, the saddest are these, 'It might have been.'"

Doctor Brown's Sensation.

Dr. G. Carleton Brown, the secretary of the executive and finance committee, gave an extended report covering the routine work of the committee for the year. The report recommended that the auditing committee be made a permanent one. The startling feature of the report was the information

that the Wheelman Co. gave notice last November that they would not carry out their contract with the League owing to the fact that some of the divisions were supporting organs of their own, and they (the committee) had made a new contract with the company providing for the continuance of the magazine, which was to be sent to the League members once a month, for which the Wheelman Co. was to receive \$300 per month.

The Racing Board's Report.

Chairman Howard E. Raymond then submitted the report of the Racing Board, which is here given in a somewhat abbreviated form:

Another year has been added to the racing interests of our organization, and your committee comes before you to lay its burdens down, and claim its reward of merit, if there be any such coming to it.

The racing history of the League of American Wheelmen is an accumulative one. It grows in interest as time goes on, and adds interesting chapters to the common history of this organization as a whole. We have found no cessation of labor possible, no abatement of public interest, no lack of race promoting clubs, and no shortage in the ranks of captious critics. We are here today, however, to testify to the strength of our respective constitutions, and our loyalty to the common welfare of the League of American Wheelmen above all else.

In the storms that have circled around us, in the clouds raised up to befog our vision, we have never lost sight of what was best for the L. A. W., and so we come conscious that although we may not have always done exactly right, we have at least done our best and done it willingly. Following on the lines of the report presented by our predecessors, we shall in a large measure make this report statistical.

Sanctions Granted.

First, we find no reason to complain of the workings of the sanction rule, adopted two years ago, and given a trial of a year, resulting in the granting of 566 sanctions. What will you say when we tell you that in the second year of its existence 1,198 sanctions went out from the various members of this board? Do you need any further testimony of the growth of our sport or the need for its care at our hands? The order in which the leading states stand as regards sanctions granted is: New York, 154; Massachusetts, 126; Pennsylvania, 87; Ohio, 83; New Jersey, 57; Michigan, 46; Connecticut, 40; Wisconsin, 39; Indiana, 36; Illinois, 33, and the balance throughout the other states, every state in the Union being represented.

Through the sanction rule therefore we have secured a hold on the racing interests of this country which can not be disturbed, save through the acts of this assembly.

The records of the board will show that 117 racing men have been declared professionals, and of over 300 cases of alleged violations of rules, 143 suffered the penalty of suspension, the proportion showing a decrease over last year, evidently caused by a better knowledge of the rules.

Records.

Your board finds reason to feel gratified that the acceptance of records has become of more importance, and that there is no cause to repeat the complaint contained in the report rendered by our predecessors. With but very few exceptions every record made during the past season has been claimed in proper form. We can announce in this report a complete table of accepted records that are authentic and placed on the books of the League. Possibly no more important point has been determined by your board in connection with the acceptance of records, than that of declining to pass on records made with the assistance of pacemakers other than those commonly within the accepted term of cycling.

Your board believed that it was in office to elevate and dignify the sport as much as possible, and not to cheapen the value of anything connected with it. It construed its duty plainly in this connection, and felt that only such assistance as could clearly be shown to be within the term cycling was permissible under the rules. The value of a record is solely determined by the existing conditions under which it is made. Were we to begin and say we will accept as records any performance, no matter how grotesque, so long as it denotes a remarkable reduction in speed, we should be the laughing stock of the world, and our records, from having real intrinsic value, would sink below mediocrity and cease to be regarded as a valuable adjunct to cycling in any phase.

We believe now that one of the most serious problems that will confront the next board will be this question of records—how they shall be made, and what safeguards shall be thrown around them to insure their worth at par value. We find records sought after, their authenticity stamped upon them by the L. A. W. desired and in the face of this we must be cautious, even if we have less record breaking, for what we have must be of no uncertain value.

A competition record is the record that is most authentic and well governed, and we would suggest to the new board that reduction in figures in that direction be encouraged. We would point out a way to this end: Let the new rules provide for recognized pacemaking in open events. The result would be gratifying to the racing man, the seeker after records, the club promoter, and last, but not by any means least, the general public that attends the race meets. We insert here a full and complete set of records that have been accepted, and which make up the record table of today.

The only record alleged to have been made, not claimed, and not appearing in table, is that of 2:08 1/2's, which published accounts credit to W. C. Sanger for the mile competition. Inasmuch as no single detail of it has ever been sent to this board, we are constrained to ignore it. We might add that one of the managers of the meet where same is said to have occurred, was requested to make claim. [The records reported by Mr. Raymond have all appeared in THE BEARINGS' table of records.—ED.]

Relations with Other Organizations.

Early in the season it became evident that the Intercollegiate Association, composed of the leading colleges of this country, intended to ignore the rules of the L. A. W. governing cycling contests. The fact that it was a studied and carefully planned affront to the governing body over cycling in this country was not made apparent until after the nineteen men who competed had been suspended. The racing men then prepared a joint letter, which was signed and sent in by all, setting forth the facts that they had been misinformed and had supposed the races to have been regularly sanctioned.

Your board acted promptly, released all men under suspension, and transferred its attention to the organization itself. No sanctions have since been granted to any college affiliated with the Intercollegiate Association. As the case stands now, several men who took part in races given by colleges since the action of your board was taken are under suspension, and several colleges have been unable to hold cycling

events at all, owing to the inability to secure entries under the existing state of affairs.

The L. A. W. asks nothing from the I. C. A. but that which it should be more than ready to grant for the welfare of all cycle racing. There should be but one set of recognized racing rules in this country. It is best for the racing man, the promoter, and for all concerned. Of this fact no reasonable doubt exists. Such a condition of affairs your board set out to accomplish for the perpetuation of cycle racing under our auspices. We trust the next board will carry on this matter on the lines originally planned by us. We bear the Intercollegiate Association no ill will. We should prefer to live in harmony with all sister organizations. We can only have that perfect harmony under one set of rules.

We have during the past year given at considerable cost and energy that courteous recognition to the alliance with the Amateur Athletic Union which we have deemed it fully entitled to. By the terms of this alliance we agree to recognize the rules of the A. A. U. governing athletic contests, and it in return accepts as final our rulings regarding cycling. Several athletic meetings have been held not sanctioned by the A. A. U., and we have declined to grant sanctions for cycling events to be held in connection therewith. We are able to report that our relations with the A. A. U. continue friendly in the extreme.

Zimmerman's Case.

In May of 1893 several applications were made and granted for credentials to compete abroad from our racing men. These credentials were necessary under an

need not feel that it leaves the field dishonored, its dignity forfeited, or its racing interests in any way deteriorated, but rather the reverse.

Amateur Question.

Turning its back upon the last National Assembly meeting, your board started out in the racing world armed with additional powers, tending toward the elimination of that growing barnacle upon the roots of pure amateurism. We return today and lay down the weapon, its efficiency made useless in the first attempt to use it.

Care was taken to allow some six weeks of racing to take place before any attempt to test "circumstantial evidence" was made. The reason for this is apparent. It was desired that the machines used by the riders become thoroughly identified with them, as the strongest item of circumstantial evidence. A list was prepared and about to have been put in use, when certain stronger items were secured, which made it desirable that a test case be made of J. S. Johnson and F. H. Tuttle. The papers were carefully prepared and sent to the board for vote, the result being three for conviction and three for acquittal—one of the votes for acquittal afterward being changed for conviction. This change did not, however, affect the result of the verdict, and your board found itself unable to agree on what constituted good "circumstantial evidence," and the cases that would otherwise have been tried were dropped then and there.

Had the result been different, it is fair to presume that the ranks of the racing men would have been materially depleted, and the clubs engaged in promoting meets in last year's circuit disagreeably affected.



A. E. MERGENTHALER.

GEO. A. PERKINS.

THOS. F. SHERIDAN.

ABBOT BASSETT.

C. H. LUSCOMB.

A. C. WILLISON.

W. M. BREWSTER.

agreement made with the N. C. U., and also embodied in Rule 7 of the licensing rules of that organization. In this rule jurisdiction over foreign riders is specifically waived. Upon the arrival of A. A. Zimmerman abroad, he was granted a temporary license. Shortly after, upon renewing his application to have same made permanent, he was presented with a conditional license, which he declined to accept, and at once returned to this country, laying the case before us, and placing himself under our protection and advice in the matter, having, however, notified the N. C. U. that he considered himself only amenable to the League of American Wheelmen.

Losing sight for no single moment of the size, influence, and power of this organization, with a full sense of the dignity and international points involved, we have disposed of the case on the field of honor, in such a way as we hope will meet with the approbation of the representatives of the entire organization gathered here in executive session to review our work.

Mr. Raymond then goes on to tell how the case was conducted, and how the L. A. W. decided in Zimmerman's favor. He concludes with:

We realize that the N. C. U. may still use a prerogative, theirs by native right and act in the case as it sees fit. Such action, however, will be solely independent and in the light of jurisdiction over competition in England alone. Our relations with the N. C. U. are undisturbed. We have discussed temperately, while in no sense unappreciatively, an international question, and we believe that the L. A. W.

It would be more to our liking to stop right here and bury the amateur question in a well-deserved oblivion, and not torment this assembly with further discussion on it. Unfortunately our desires point contrary to our duty, and we must speak plainly on the subject.

You are confronted—and we say "you" advisedly, as it is for your settlement alone—by a condition of known abuses. Nothing is so apparent, nothing so much needs adjustment. The interests of the racing man and the manufacturer are inimical. They are welded together as soon as a man on the racing paths gains an prominence. Speed is a magnet of attraction to the manufacturer of the bicycle and magnetic force is superior to human agency. To endeavor to stop these two elements from getting together under the present rules is analogous to an endeavor to imprison Niagara Falls in a fishnet. You can not do it; neither can your committee. We have no hesitancy in saying so. We believe in dealing honestly with all questions that arise, and if this assembly of your executive feel that others can succeed where we have failed, we look eagerly forward to their appointment.

We do know, however, that no self-respecting man can serve on this committee unless this assembly treats this question with the same honesty which will lead to a radical change, as it would deal with a similar subject were it connected with its personal business, i.e., a change of rules.

We find that moneys are deposited in banks to the credit of racing men, only to be drawn by them after the season is at an end; that riders are supported by

mothers, fathers, brothers, friends not in any way connected with the cycle trade. We find reputable manufacturers ready and willing to swear on oath that they do not pay one cent toward the support of any racing man or for riding their wheels.

All this we find and more, but why go on? You are familiar with the difficulties that have beset our path under the present rules, and we make bold to say the time has come to change the order of things. This change has been shadowing the League and similar organizations the world over for the past few years. We have put it off and off, with the same feeling that a man has about going to the dentist to have a tooth out. He hopes it will last a while longer. This tooth, gentlemen, will not last a day longer. Out with it now. You have tried to patch it, but it is the same old tooth. Stop tinkering and make a new law.

Your Racing Board met at Cleveland and argued the case pro and con. When we went in session we were all of one mind as regarded a needed and radical change, but divided as to just how far that change should be made. When the vote was taken the board, as a whole, agreed that the safest course for the L. A. W. lay in a division of the riders—the two-class rule.

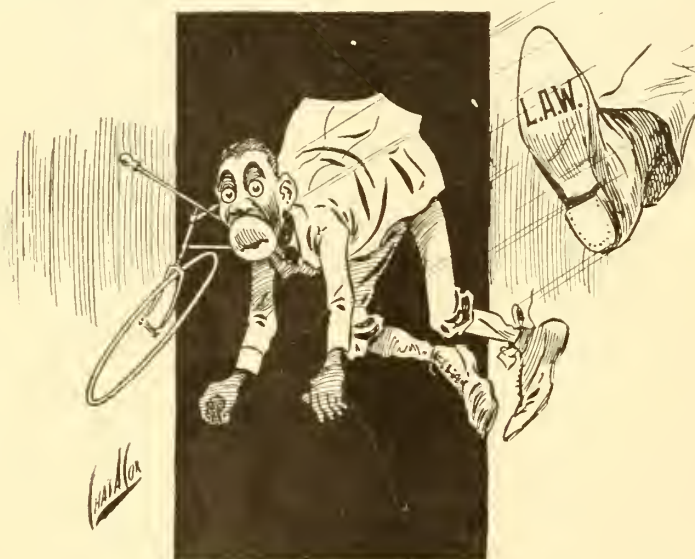
This decision was not reached thoughtlessly or without due consideration. We discussed all remedies then suggested, either in public print or otherwise, and this was our verdict.

Present the rules that offer equity to the local and amateur riders, while at the same time providing latitude for the maker's amateur, which rules we thoroughly believe offer the best possibilities of success to the clubs promoting meets, to the racing men themselves, and to the attending public from whence the club draws its support. Having decided on this course, we have no further concern in the premises, we must rest the outcome on our confidence in the National Assembly to do what is best in the matter.

Recommendations.

In closing our report, we take the opportunity of offering such suggestions to the next board as our experience of the past year has demonstrated would benefit the workings of the racing interests.

The attempts to gain records for any and all distances, so long as they can be denominated records, impels us to urge that a standard table of records be adopted. Anything that tends to lower the worth of records as a whole should be done away



with, and only such as earn respect retained. We suggest that the one-quarter, one-third, one-half, two-thirds, three-fourths, one-mile, and all even miles upward—no intermediate distances—be recognized as the only records that will be officially a matter of contest. At all private records we would recommend that a stated number of witnesses be made necessary, and also that the reference of same be a properly accredited representative of the L. A. W., by appointment of the chairman of the Racing Board, upon filed application of parties desiring to make trials for private records, stating when and where such attempts will be made.

In this connection, also, we would deem it necessary that a new record claim blank be made up and adopted, more nearly fitting the new requirements of such changes in record breaking attempts, as such rules as noted here would denote. No record should be passed upon unless made out on such blank.

The sanction rule, undoubtedly the most valuable stronghold of the L. A. W. over racing, is susceptible of a modification in some respects. It must be done carefully so as not to injure the efficiency of the rule, and thereby destroy its force. State division meets must be taken care of. We would make it compulsory on the state board to file its application at least thirty days prior to its meet, and if that were done to grant the sanction as superior to all others.

But in handling this matter, the rule must be so changed as to leave no opportunity for a state meet to arbitrarily crush out another club meet in its state, but rather make it a rule of equity for all.

We would extend the power of the local racing boards in some directions, placing them more directly in touch with state interests. This has not been possible until the present time, owing to the lack of interest in numerous states on racing matters. Within the past two years, however, an awakening has taken place all over the country, and there is no center unstirred by racing interests. If the chief consuls will appoint good men on state racing boards, men ready and willing to work, much that is now a care on the National Board's hands could be better transacted with the consulting minds of state boards. We can not impress this too strongly on chief consuls. The racing interest is a strong recruiting medium, and if you push it in your state the results will pay.

Entrance Fees.

We tried at the beginning of the past season, by the insertion of a rule regarding payment of entrance fees, to protect clubs from the large amount lost annually through failure to collect. We thought that if we gave the club power to disqualify a man at the tape before the start of a race, even though his competitor's ticket had been given him, and his name printed on the programme, that clubs would take

advantage of the power given them and refuse to let a man start unless his entrance fees had been paid. We regret the rule was not universally enforced. If it had been we should now have no occasion to deal with the subject once again. It could have been made effective, and we have in mind one meet at least where every dollar was collected before a man rode a race. That was at Chicago, and it would have no special significance or be worth mention, were it not necessary to illustrate that it can be done.

However, both the club and the racing man must meet on this question on a common ground of equity. Neither can expect to be discriminated for or against. We would make the receipt of a competitor's ticket a receipt for a man's entrance fees, and if a club choose to send such, without having previously received the money, the risk would be theirs. On the other hand, we would make it obligatory on the racing men to appear at any meet where a definite promise had been given to do so. We appreciate the fact that many clubs suffer unjustly by reason of advertising in good faith the appearance of certain racing men. If such men give promises only to break them, we are better off without them, and we would suggest that heavy penalties be attached to such practices. It seems to us the combining of these two obligations on meet promoter and racing man would be a fair division, and doubly so as the League of American Wheelmen's Racing Board can not be made a collection bureau for race meet managers, who can, but do not, enforce rules we give them for their own protection.

The value of prizes, as announced on programmes, has grown to be more or less of an abuse, the prize in many instances being much below the value advertised. A code of equity needs to be established on this question. We would assume that other than the market retail price need not be printed. We should not assume that if a club found itself in a position to purchase, at a wholesale price, an article which it honestly advertised at its retail value, it was in any way guilty of deceit. That is a perfectly legitimate prize value—its retail list price. With this fair statement of fact, it would not seem a hardship to force clubs or race promoters to live up to advertised value of prizes, establishing the retail purchasing price as a standard for decision. We recommend it to the next board.

We believe the interest of the sport would be served from an artistic and practical standpoint, if a registry department were established by the new board for the purpose of encouraging the use of colors or combinations of colors by racing men in their costumes.

Each man should be given the right to register his colors, and have same protected for one year, the privilege to be renewed each year, or the colors to pass to some one else if applied for.

After finishing his regular report Raymond gave a detailed report of his own office, showing a vast amount of work done, and expenditures of \$1,603.27, or less than those of the office for the previous year by \$327.80.

It was then half an hour after noon and the assembly adjourned till 2 o'clock.

The Afternoon Session.

After dinner Howard E. Perkins, the chairman of the membership committee, gave a detailed report of the routine work of the committee, which was accepted.

Chairman C. F. Cossum, of the rights and privileges committee, followed with a report of the routine work of his committee, which was followed by a report of the committee on the dispute of the fight in the Michigan division over the election of a chief consul and other officers. They reported that the election had been irregular in many respects, the blame attaching to the officers holding office at the time of election, and recommended that a new election be held, and that the old officers hold over until the election was held. The date set for the election was March 10.

Connolly, of Illinois, in resolutions embodying the recommendations of the committee, moved the acceptance of both reports. Colonel Burdett offered a substitute resolution seating the candidates receiving the highest number of votes according to the ballots submitted to the committee. The substitute was lost and the resolutions of Mr. Connolly were adopted.

J. Wade McGowin, the chairman of the rules and regulations committee, made a long report calling for a committee of ten to be appointed to offer recommendations on the large number of the amendments to the constitution, among them Colonel Watts' "white" amendment. The colonel was on his feet in an instant and opposed the acceptance of the report. The matter was settled for the time by the report being received.

Isaac B. Potter, the chairman of the roads improvement committee, gave an extended report of the good work done by his committee and as the manager of the Good Roads Bureau gave some figures as to the cost of the magazine. He said that articles had been contributed to the magazine by prominent men in all walks of life, but that not one cent of the League's money had been expended for those articles; that arrangements had been made whereby their half-tone work had been done in exchange for advertising space. He gave figures as to the cost of the magazines gotten out by contract with the printers. Each magazine, in lots of not less than 27,000, costs for paper \$.0172, for presswork and binding, \$.0144, for wrapping, mailing, and postage, \$.0051, or a total of \$.0367 apiece for each magazine.

Chairman Albert Mott gave a long and interesting report of the transportation committee, and recommended that provision be made for the recovery of stolen wheels through the committee, the experiment already having been tried and found feasible; the method to include the sending of the description of stolen wheels, together with the reward offered for their recovery, to the committee, who should keep all baggage masters on the various roads informed on the matter. The report concluded with the statement that the roads named as the official routes to the Chicago meet had paid for that concession \$900 in advertising in the *Good Roads* magazine and the free checking of wheels. The report was accepted.

Chairman Sheridan, of the special committee on the Chicago tournament, gave a financial statement of the committee's work, which showed a deficit. The committee had levied assessments of 20 and 10 per cent. on the

guarantors but had on hand the prizes for a tournament which they propose giving the coming season, when they hope to clear up the affair and make good the assessments levied on the guarantors.

Colonel Burdett reported briefly for the international race meet committee and recommended that the League continue its membership in the International Cyclists' Union. The report was accepted.

Auditing Committee's Report.

Chairman A. C. Willison then made the following exhaustive report for the special auditing committee:

[We are obliged to leave out the report of the auditing committee. When too late to get a new copy of the report, we discovered that the type-written document furnished us by the auditing committee was so full of discrepancies, caused no doubt by the blundering stenographer who made the copy, that out of justice both to ourselves and the auditing committee we deemed it best to leave out the whole report.—ED.]

Sterling Elliot on Organs.

Chairman Sterling Elliot, of the special committee on League publications, made a long and careful report, which was listened to with intense interest. He scored the Wheelman Co. for their poor work with the official organ and said that the League should have no publication whose owners' interest would make them opposed to the growth of the League. He recommended the work done by the Good Roads Bureau and recommended the continuation of the magazine. He recommended that it be not sent to all League members, but that the subscription price to them be made 50 cents. He also recommended that a price of 50 cents be put on the official organ. He said the League's contract with the Wheelman Co. was at an end and there were three ways to provide the League with an official organ. One was to make a contract with some publisher to publish the magazine the same as the Wheelman Co. has been doing for a specified sum per member. He did not favor this plan owing to the fact that it would be to the interests of the publisher to keep the League membership as low as possible. The second plan was for the League to make a contract with some publisher to take charge of the advertising and printing of the paper and to do all its own editing. This plan he favored more than the first because the publisher would have no means of harming the League in the columns of the paper, and the League would have the use of the columns to boom the membership. The third plan and the one he favored the most was for the League to publish its own paper. He thought the plan was feasible. The report was accepted amid applause.

The reports all being in, the president asked the secretary for unfinished business, and "Pa" Bassett said that the only unfinished business was a case of 125 bottles of Kentucky hospitality that a colored gentleman of the Kentucky division had delivered to him for the members of the assembly present. His remarks were received with applause and laughter.

President Burdett then tendered his resignation, which was accepted, and a vote of thanks was tendered to him for his work for the League.

The meeting then proceeded to

The Election of Officers.

J. Wade McGowin, of Pennsylvania, nominated Charles H. Luscomb for president, and I. B. Potter, in making a speech, seconded the nomination. Luscomb's name was greeted with enthusiastic applause.

W. A. Connolly, of Illinois, in a speech replete with eloquence, nominated Thomas F. Sheridan. The nomination was seconded by W. H. Pontius, of Indiana.

The nominees were voted on by a proxy vote and Luscomb was elected by a vote of 123 to 55. There were three votes cast for "Charles" Luscomb by mistake. On motion of A. A. Billingsley, of Illinois, the vote was made unanimous.

Colonel Watts moved, and Albert Mott seconded, the nomination of Archie C. Willison, of Maryland, for first vice-president and on the motion of Billingsley, of Illinois, the secretary was instructed to cast the vote of the assembly for the nominee.

James S. Holmes, of New Jersey, moved, and D. E. Miller, of Massachusetts, seconded, the nomination of George A. Perkins for second vice-president, and the secretary was instructed to cast the vote of the assembly for him.

E. S. Barnes, of Missouri moved, and F. N. Kinney, of Connecticut, seconded, the nomination of W. M. Brewster, for treasurer, and M. A. High, of Ohio, moved, and A. C. Willison, of Maryland, seconded, the nomination of A. E. Mergenthaler for the office. A proxy vote was taken resulting in the election of Brewster by a vote of 123 to 57. The result was greeted with cheers.

J. S. Dean then rose and after reading the petition of the associated clubs of Boston and vicinity for the League meet, withdrew their application, and said that they would remain neutral in the fight between Asbury Park and Denver for the meet this year, but that they wanted the meet for '95. This report was greeted with cheers and hisses.

Colonel Watts moved that it was the sense of the meeting that Boston have the meet in '95. The motion was carried and the meeting adjourned shortly after 5 o'clock to meet the next morning at 9:30.

THE SECOND DAY'S SESSIONS.

LOUISVILLE, KY., Feb. 20.—The National Assembly was called to order at 10:40 this morning instead of 9:30, the hour set by the new president at the time of adjournment last night; while Albert Mott moved a vote of thanks to the retiring officers for their services, a motion which was unanimously carried. Colonel Burdett then took the chair.

The meeting then proceeded to consider the question of selecting the place for holding the next annual meet of the League. Nearly two hours were consumed in the debate, including the time taken up in debating time limits on the speakers, and points of order, and the other intricacies of parliamentary law. James S. Holmes made an able speech in presenting the claims of Asbury Park, and was well supported by Albert Mott and Herbert W. Knight, while Louis Block advocated the claims of Asbury Park, and was seconded in his efforts by Thomas F. Sheridan. The attending delegates were largely in favor of Denver, as many of the men were from the more westerly states, and the speeches in favor of the Colorado city were received with enthusiastic applause. The question was decided on a proxy vote. The Massachusetts delegation refrained from voting, and as the balloting proceeded it became more and more evident that Denver would get the plum. The votes of Maine and New Hampshire for Denver were greeted with tremendous applause, and when the whole vote had been taken it was found that the western city had won by a vote of 93 to 70. The announcement of the result was the signal of the noisiest demonstration of the meeting.

Doctor Brown then took the chair, and a motion was passed appropriating \$1,500 for the expenses of the office of the chairman of the Racing Board.

A motion was carried to have the L. A. W. continue a member of the International Cyclists' Union and an appropriation to meet the expenses of membership was carried.

A recess of one hour for lunch was then taken.

The Negro Barred.

After lunch the meeting proceeded to the consideration of the numerous constitutional amendments, the first of which was the amendment of Colonel Watts to bar the negro from membership in the League. He made an eloquent speech at the beginning of the meeting on a question of privilege, as he was called to the bedside of his sick daughter and was unable to attend the further sessions of the assembly on that account:

Mr. Watts' speech: "We will consider the amendment with the insertion of the word 'white' read. I am not going to make any speech on this question, but will say only a few words and read a letter which I have in my hand. Last year at Philadelphia a great many members of the assembly predicted all sorts of dire results in the event the word 'white' was not inserted. I think the southern members have acted like men in the manner in which they have received the action of the assembly, and this will be seen when you notice from the report of the secretary that the loss has been only 135 members. We feel after a year's trial, when it has been found that the refusal to insert the word 'white' has not benefited the League, that certainly our amendment is worthy of consideration, and that contention that it will benefit the League is based on substantial grounds.

"We think it will give you 5,000 more men in case the amendment is carried. In support of the motion I desire to read you a letter which is signed by the president and secretary of the Union Cycle Club, of Louisville, which is composed of twenty-five colored men. It is as follows:

"MR. W. W. WATTS, Louisville, Ky.

"Dear Sir: The undersigned club, composed of twenty-five members, is fully acquainted with the amendment offered by you whereby a color line is proposed to be established in the constitution of the League of American Wheelmen. And being so acquainted are of the belief that it is offered for the good of the organization, in that its membership will be largely increased in the southern states.

"And as this club of twenty-five gentlemen desires to see carried out the great objects of the League, of which highway improvement is one, and believes that those objects can be best carried out by increasing the membership, and believes that the adoption of that amendment will materially increase the membership in the southern states, we take this method of assuring you that you have our best wishes for ultimate success. If we can be of any service to you, command us. Fraternally,

"THE UNION CYCLE CLUB,
"per Frederick J. Scott, President.

"Thomas Dorsey, Secretary."

"This is the largest colored club in the south or the west. Mr. Scott, the president of the club, is a gentleman. He is as much of a gentleman as any man I ever saw. When he gave me that letter he said, 'We understand your object. We understand that no good in an organization of this kind can be done by mixing the races. We believe in the objects of the League, and we want to aid the League in carrying them out as far as we possibly can. We do not want to belong to an organization where we are not wanted, because we are gentlemen and men of sense, and understand these things. There are many men who would not join an organization in which colored men are allowed to become members. I say to you that there is no question about this as applied to our League. The committee of which I was chairman last year discovered that it was a fact that there were about 1,500 men who said, 'We can not join until you have inserted the word "white."'

"When I returned from Philadelphia to Kentucky, for which state I acted at the meeting as chief consul, I received no less than seventy-five resignations from Kentucky, one of them from Frankfort, the capital of the state, in which city there were twenty-eight members, twenty-six of them signing their names. I said to them, 'This is not the last of the fight; you can come next year and renew it, and the year thereafter, until it is successful.'

"We need to strengthen our membership, gentlemen. There are many questions that will come up in the future that will depend upon members for their success, and we need the numbers. I must now leave the matter to you to carry it or not as you see fit. (Applause.) I want to say that the

whisky which Mr. Bassett mentioned to you will be delivered to you by Colonel Johnson, of Kentucky. I hope that each man will see that he receives his package. There is enough for everybody. The Kentucky members take pleasure in giving it to you as a souvenir, because they know it is good. Take it home and keep it there. (Applause.)

"I ask that this matter be taken up without discussion.

"I may not see you again, and I bid you all good-by."

Willison spoke briefly on the amendment and ended by moving that they vote by a proxy ballot—a secret vote.

Willison's motion prevailed and resulted in a victory for the adherents of the amendment by a vote of 127 to 54, 121 votes being necessary to carry it.

The meeting then proceeded to discuss the amendments referring to League publications and questions relevant to the subject. On a question of privilege Sterling Elliot was given the privilege of the floor and made good use of it. These amendments and questions took up almost the entire time of the afternoon session. The *Good Roads* magazine will be continued, but will not be sent to all League members as heretofore. A subscription price of 50 cents was made to League members and they will be allowed to have one copy each sent at that price to their own addresses or elsewhere.

Annual Dues, \$1.50.

The annual dues were fixed by the League—the power being taken from the divisions—at \$1.50 per year, 50 cents of which was set aside for the subscription of the *L. A. W. Bulletin*. It was decided that the *Bulletin* must go to every League member whether he wanted it or not. Bids were reported from various publishers offering to furnish the League with an official organ at prices ranging from nothing to \$2 per year per member. No names were mentioned.



The matter of deciding on an official organ was left to the executive committee in a resolution made in the closing moments of the meeting, instructing the committee to arrange for the publication and issuing to members of the League the *Bulletin* and *Good Roads* as soon as possible; and to arrange for the temporary continuation of *Bicycling World*, if a fair and equitable arrangement could be made.

The amendments providing for the organization of subdivisions in states having a membership of fifty, and of divisions in states having a membership of 100, were carried, but the wording of the constitution was so changed that the adoption of these amendments will give these divisions and subdivisions no greater representation in the assembly.

The amendments offered by Chairman Raymond were then taken up and ably advocated by him after President-Elect Luscomb had made the statement that the first official act of the new president would be the appointment of Mr. Raymond as chairman of the new Racing Board, a statement that was greeted with tremendous applause. The amendments were adopted as originally proposed, except that they were amended by Mr. Raymond to read that amateurs of Class A will not be allowed to compete outside their own states for a distance of more than 200 miles from their permanent residence, unless they receive special permission from the member of the Racing Board in charge of their district. In case they do so compete (by permission) they shall file with that member of the Racing Board an itemized and certified expense account. An amendment was passed also limiting the value of prizes in Class B to \$150, except in cases of special sanction by the Racing Board.

The amendment giving all ex-presidents a vote in the meetings of the assembly was enlarged so as to give this privilege to ex-presidents and

vice-presidents with the provision that they be members of the League in good standing at the time of such meetings and that they be not represented by proxy and have not the privilege of holding proxies.

The amendments offered by Chairman Cossum, of the rights and privileges committee, were adopted, providing for a plurality instead of a majority vote in division elections; the nomination of no candidates who are not members of the League; the provision that all expenses of protests in election cases be borne by the divisions making the protests, and that in case any division officer remove from the state in which he was elected he cease to be an officer in that division.

An amendment was adopted providing that no division establish or contract for an official organ of its own.

The power was given the executive committee to revoke the certificate of any League club after giving a hearing to show cause why its certificate should not be revoked. This amendment was to provide against the same men organizing different clubs for the purpose of getting more representation on their state boards, as was an amendment adopted providing that members belonging to more than one League club vote for representatives in only one.

The President's Allowance.

Amendments to the by-laws were then taken up and the one offered by A. A. Billingsley, providing for a salary of \$3,000 a year for the president, was changed so as to allow him \$1,000 per year for office expenses.

The amendment offered by Colonel Burdett, providing for the holding of division elections under the direction of the president and a committee of which the chairman of the rights and privileges committee should be one, in case the division officers neglected or refused to hold such elections, was passed.

The recovery of stolen wheels was added to the work of the transportation committee as was suggested in the report of that committee.

All other amendments offered were either rejected, tabled, or indefinitely postponed.

The meeting then proceeded to consider reinstatements, and the following were reinstated under suspension of the by-laws, on the ground that they had committed no offenses that would bar them from membership under the rules adopted at the meeting: D. J. Canary (amid great applause), C. R. Culver, Fred C. Graves, W. W. Taxis, W. W. Marshall, C. M. Murphy, and B. W. Spittler.

A number of other applications for reinstatement were read and all refused. They were the applications in every instance of men who had raced for cash. The application of H. G. Kennedy, of Denver, was passed on favorably, but the assembly took a righteous turn, and the matter was reconsidered and was rejected on the second vote.

Resolutions were carried instructing the secretary to receive the applications of L. D. Munger and Geo. K. Barrett to the League in case they were presented, and giving it as the sense of the meeting that they will make desirable members of the League.

Resolutions of thanks to the Kentucky division for the arrangements that had been made for the meeting of the assembly, and for the souvenirs that had been provided for the members, and to the proprietor of the Gault House, were unanimously carried.

An offer from the *American Wheelmen* to give to the Good Roads Bureau the proceeds of a proposed race meet was declined.

Newark, through Mr. Holmes, made application for the next meeting of the National Assembly.

Potter moved that the League publish its own papers if it were found possible to do so.

The recommendation of the executive committee to pay the Wheelman Co. \$300 per issue for the last four monthly issues of their paper sent to League members, was carried, and the assembly adjourned *sine die*, a few minutes before midnight.

An Affecting Meeting.

Scene.—Jersey City terminus of the Baltimore & Ohio Railroad.

Time.—Last Saturday morning.

Zimmerman is discovered buying a ticket for Louisville.

Enter Raymond.

Bystander (to Zim): "Look out, Zim; here comes Raymond, your master!"

Zim: "Oh, I'm on to him. I've got a cigar for him. He's all right."

Affecting scene, in which they shake hands heartily, telling each other that they are looking fine, and almost weep on each other's necks.

Bassett is Popular.

They are very fond of Brer Bassett in Massachusetts. Coming down with the delegation to Louisville, some one read an item from one of the weekly cycling journals to the effect that the L. A. W. would not seem natural without Brer Bassett. Whereupon some one else inquired: "What's the matter with Bassett?" and the rest answered in stentorian chorus: "He's all right." And Brer Bassett wouldn't make a speech, either.

Luscomb Greets Sheridan.

It was funny to see Luscomb greet Sheridan in the immense dining-room of the Galt House Sunday noon, the day before the convention. The greeting was unusually hearty. They talked of all sorts of things, meet, amateur question, negro question, official organ—all sorts of questions. Did they say a word about the presidency? Not one single word.



RALEIGH RIDERS



...WON OVER...

900 Prizes in 1891,
2,300 Prizes in 1892,
3,600 Prizes in 1893!

Wheels that "run easy" on the track "run easy" on the road.

We challenge any one to disprove the fact that

*Three Raleigh Riders won more races in 1893
than any Six Riders upon any other
machine in the world.*

Easy running wheels are easy selling wheels.

Step into the Raleigh Line if you Want to Make Money.

RALEIGH CYCLE CO., 2081-83 Seventh Ave., NEW YORK.

Agents in Indiana, Wisconsin, Illinois, Missouri, Arkansas, Louisiana, and all states west thereof, apply to
our branch at 289 WABASH AVE., CHICAGO, ILL.

MENTION THE BEARINGS

THE MIDWAY PLAISANCE SMOKER.

PHILADELPHIA, PA., Feb. 19.—The past week has been a dull one in cycling in this city both to the trade and riders; in fact the heavy rain and snow prevailing during the week had a very detrimental effect on everything in that class of sports. The local dealers all declared that business had only been fair, not equaling expectations as indicated by the extremely fine weather of the preceding Sunday.

Club life was also comparatively at a standstill and outside of one or two smokers and social entertainments nothing of any great importance transpired, with the exception of the Midway Plaisance smoker of the Park Avenue Wheelmen, which was presented at the clubhouse on Saturday night. The previous entertainment of this character scored such a big hit that at the earnest solicitation of a large number of wheelmen the club decided to repeat the affair. The attendance on Saturday night was so large that the seating capacity and standing room of the large parlor was inadequate. The programme rendered was far superior to that given several weeks ago and abounded in specialties presented by the best talent procurable. The Park Avenue company, which reproduced the weird dances and songs from the famous Midway Plaisance of the World's Fair, under the direction of Stage Manager Miller, was greeted with frequent rounds of enthusiastic applause and proved the treat of the evening. During the evening the guests were plentifully supplied with cigars and other refreshments and when the affair finally broke up after midnight every one present declared that the entertainment given by the club ranked in the first class and outdid everything in this line that has yet been presented by any local cycling club.

The Philadelphia Bicycle Club, the pioneer organization of this city, held its annual meeting on Tuesday last and in addition to the reports of the retiring officers the following board was elected to serve during the ensuing year: President, Valentine Morris; secretary and treasurer, H. A. Blakiston; captain, E. C. Zellner; lieutenant, George G. Barrow; board of trustees, Wm. Morris, E. W. Burt, S. E. Cavin, G. N. Osborne, Wm. Uhler, Wm. H. Arrott, R. E. Pettit, and Edward Laurent. The captain's cup for the largest mileage made during the year 1893 was awarded to Theodore J. Borden, who had 3,220 miles to his credit. The president's cup, awarded to the person making the largest number of rides over three miles, was also awarded to Mr. Borden, who had a total of 165 rides. The total mileage of the club members for the year was 54,373 miles.

The entertainment committee of the Quaker City Wheelmen, under chairmanship of John Raudenbush, is actively engaged upon the arrangements for a tandem pinochle, a pool and a billiard tournament. The preliminary games will be played in a week or two and as the club boasts of a number of good players in these three popular indoor games a spirited contest for the championship is looked forward to. In the pinochle tournament just ended Messrs. Stanton and McKnight won the first prizes while Messrs. Stuart and Enburg carried off second honors. A stag progressive euchre party was given on Saturday evening.

The Alpha Wheelmen opened their riding season last Sunday, when eighteen members, headed by Capt. Bart Rich, rode to League Island and return, the beautiful spring-like weather and the elegant condition of the roads being sufficient to bring out the riders. Mr. Rich is now engaged on making a list of runs for the coming season and among them will be half-a-dozen outing trips to last three or four days. The club intend to hold a fair in March and the committee in charge is now actively engaged in completing the arrangements.

The pool tournament of the Time Wheelmen is still on and at present Charles McCracken is in the lead. The four winners of this tourney will be backed against a like team from any other cycling club in the city. The challenge recently issued by the Columbia Cyclers to play a series of games with the representatives of any club will probably be accepted.

The Minette's Cycle Show.

A miniature cycle show is being held at the Minette Club, corner of Campbell avenue and Monroe street, Chicago, this week. It has been highly successful thus far and the exhibition has attracted large crowds. Nearly all of the prominent wheels and tires are shown and each of the Chicago clubs has a night set aside for it. Last night the ladies were admitted and after viewing the wheels listened to a musical programme. Thanks to the hustling abilities of Captain McGuire, the following firms exhibited: Stover Bicycle Mfg. Co., Hibbard, Spencer, Bartlett & Co., A. G. Spalding & Bros., Palmer Tire Co., Woodrough & Hanchett Co., Ariel Cycle Mfg. Co., Two Speed Bicycle Co., Louis Jordan, Gormully & Jeffery Mfg. Co., Ralph Temple, and Sterner Cycle Co.

Ulbricht Wins the Time Prize.

SAN LEANDRO, CAL., Feb. 22.—The second annual twenty-five mile road race of the California Associated Cycling Clubs took place today on the San Leandro triangle. The weather was fine and an immense crowd witnessed the race. Owing to recent rains the road was in very poor condition. There were thirty-three starters, and the handicap limit was nine minutes. The scratch men were W. F. Foster, Bay City Wheelmen, and Emil Ulbricht, formerly of Chicago, but now of the Bay City Wheelmen. A. P. Swain, with a handicap of 7½ minutes, finished first, followed by H. W. Ready, Bay City Wheelmen, with 7 minutes' handicap; W. A. Terrill third, and J. A. Howard fourth. Swain's time was 1:24:20. Ulbricht's was 1:20:04 2-5, which gives him the time prize. He came in seventh.

TO THE NORTH POLE ON A WHEEL.

MILWAUKEE, WIS., Feb. 19.—And now bicycles are to be ridden around the north pole. That is the latest novelty in cycledom. Peter Weber, a local fireman, recently patented an ice bicycle, a description of which was given in THE BEARINGS of last week. T. F. Melins, of this city, has taken an interest in the machine. He will shortly join a party of explorers who will go in search of Alfred Bjorling and Evald Kallstenius, the Swedish botanists and explorers, who are supposed to be lost in the Arctic regions. He is considering the proposition of taking with him an ice bicycle to use for traveling. Mr. Weber, inventor of the machine, has so arranged the wheels of his ice bicycle that they can be attached to an ordinary diamond-frame machine.

Local riders are watching with considerable interest the project to pave Grand avenue, from the river to Thirty-sixth street, with asphalt. The matter is being agitated by the Grand Avenue Boulevard Association, composed of Grand avenue property holders, most of whom are in favor of the plan. The course would be three miles long and the upper end of it would be especially adapted for bicycle riding. Milwaukee streets in general are in a very poor condition. Grand avenue is partly paved with cedar and partly with granite blocks. Neither makes a good road for a carriage driveway. If Grand avenue is paved with asphalt, as it probably will be, local riders will have an elegant course. Riders will be able to start at the end of Grand avenue, ride down to Wisconsin street, up to the lake front, along the lake front to Prospect avenue, and out on the Whitefish Bay road to Whitefish Bay. This course will be nearly ten miles long. Eventually Wisconsin street will also be paved with asphalt. Milwaukee streets are to undergo general repairs during the summer. The common council has appropriated nearly \$100,000 for street improvements. The move for good roads is rapidly gaining ground, not only in this city but in the state as well. There is some talk in the state of organizing a Wisconsin Road League.

After wrangling, fighting, and backbiting for over two months the local clubs have formed an association. Last Friday evening a meeting was held at the Mercury Club rooms. All the clubs were represented. A compromise as to the minority and the majority reports was agreed on. The Bay View Wheelmen, the North Side, and the Mercury clubs adopted the report and hereafter all races will be held by the clubs themselves, while track events will be conducted under the auspices of the association. The Milwaukee Wheelmen did not adopt the compromise and withdrew from the meeting. The club may decide later to join the association. If it does not, the other associations will declare open war, boycott the Milwaukee Wheelmen's races, and run an opposition Waukesha road race. A clause in the association constitution provides that all club members must join the L. A. W.

Willie, brother of Walter C. Sanger, will be seen on the track. Willie is younger than his brother, but he has shown himself to be a speedy rider. His father last year would not consent to his training on account of his age.

The racing team of the Mercury Club is training for the coming season.

The following members of the North Side Club will constitute the club's racing board, Gerhard Aussen, chairman; J. E. Reiter, Edward Rothweiler, John Zimmerman, William Koester, and Wm. Pierron.

The first rehearsal of the Milwaukee Wheelmen's minstrel show will be held at the clubhouse on Wednesday.

The Bay View Wheelmen will probably hold a road race from Racine to Milwaukee, a distance of twenty-five miles.

Eau Claire wheelmen are making arrangements for the annual road race to be run from Chippewa Falls to Eau Claire.

About Sanger, Windle, and Tyler.

BOSTON, MASS., Feb. 19.—Pres. D. E. Miller, of the Springfield Bicycle Club, is authority for the statement that Sanger will wear the winged scroll of the "diamond tournament" boomers. He recently said that in all probability Sanger would ride for the Springfield Club, and that 'Arry Leeming is on his way from England now for the special purpose of training the man from Milwaukee.

Mr. Miller said that he understood Culver was through with Sanger and thought that the combination of Sanger and Leeming would make a winning one. He said that it was his opinion that there was not a man on the path today, or anyone who might spring up in the future, who could beat or even come near Sanger properly trained and fit. It is well known that Leeming was enthusiastic last year over Sanger and said Wallie was a world beater.

Leeming's success with Tyler was wonderful, and his handling of him something to be remembered. Early in the season Tyler was troubled with catarrh, and repeatedly after the close of a race would throw up what he had last eaten. This was entirely cured at the end of the season. It took a long time to instill into Harry's nature the necessity of riding to win. He was so much of a gentleman that he did hate to win a race from a man. But his big race at Springfield, won from Sanger and Zimmerman, was the result of the fact that Leeming had pounded it into him that he must ride a race to win it, and ride it to the end. He developed that wonderful double spurt, a spurt within a spurt, of which so few men on the path are capable. Windle is the only other man who ever possessed it to perfection.

By the way, there is no doubt at all but that Windle has permanently left the track. Mr. Miller says he will not ride for Springfield and that he has left the track.

TRIANGLE WHEELS

like the sign below, are the most prominent among the best products of the best factories of both hemispheres!



From "American Cyclist."

GENERAL VIEW OF THE NEW YORK CYCLE SHOW.

THE PEERLESS MFG. COMPANY, CLEVELAND, OHIO.

Why they Stay Sold!

You may know if you want to.

The most remarkable book of testimonials ever issued is now ready for gratuitous distribution. It will interest every wheelman or would-be wheelman in America, and may be had from all Premier agencies on application, or by sending postal card to

Premier Cycle Co.

Mention The Bearings

34, 36, and 38 Watts St., NEW YORK.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, FEBRUARY 23, 1894.

No. 2.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY:
142-148 W. Washington St., Chicago.

General Representative, R. C. LENNIE.
Representatives: S. A. Campbell, C. E. Graham,
J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

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ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

The Ruling Fad Among Cycling Papers.

We don't know why, with the cycle show, league politics, hard times, and Class B to fill the columns of our contemporaries, there should be such a great rush to get a corner on libel suits as seems to be the case. Poor, misguided, unfortunate beings, do drop this silly rot and devote your time to running up your legitimate circulation and improving the quality of your various sheets. The time and gray matter you waste would add considerable to the value of your respective journals. Drop it! Drop it! Get busy!

BOSTON, MASS., Feb. 1.

EDITOR THE FOWLER TRUTH.

Dear Sir: Would you like to know

WHY WE SELL THE FOWLER?

In the early part of '93 the Fowler was first shown us. The general excellence of design, workmanship, and finish, together with the many good and unequaled points convinced us that it was a fine wheel, and we were as well satisfied as any one could be without the actual test of hard usage.



B. B. EMERY,
Of B. B. Emery & Co.,
40 Columbus Ave., Boston, Mass.

We only ordered two at the start, then six, then twelve. By this time we were convinced of its merits, having

given the wheel the most severe tests ourselves, besides the rough usage of some of the purchasers at our request. We were delighted with the Fowler, and forthwith began to hustle.

Boston riders were astonished at the great strength, rigidity, speed, and fine wheel generally, and during '93 we sold 168 Fowlers in Boston and immediate vicinity, and we claim that no wheel ever gave better satisfaction. We have taken the entire New England states on the Fowler this year, and placed an order for 350 wheels. We shall carry the installments of good agents, and we think that at least we should place 700 Fowlers in our territory.

We are putting forth every energy to push the Fowler, as we are fully satisfied that it is the finest wheel on the market; and that no matter how great your claims for it, that not even in the smallest detail will we be obliged to make an apology for it.

Yours sincerely,
B. B. EMERY & Co.,
40 Columbus Ave.,
Boston, Mass.

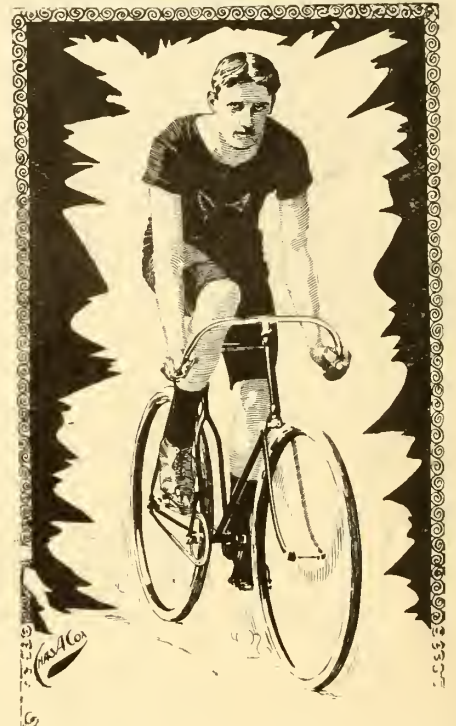
A Promising "Fowler" Rider.

One of the bright stars of the past racing season was A. D. Kennedy, Jr., of the Illinois Cycling Club, Chicago. This youngster was practically unknown until he mounted the Fowler and started in to surprise every one at the great international meet last August. How the spectators cheered when young Kennedy won the three-mile handicap, beating out the redoubtable Githens, who started from the same mark with him. How they shouted when Kennedy would begin that peculiar sprint of his and wriggle in a winner by a wheel length. Two firsts, one second, and one third fell to Kennedy as the result of the week's racing. He then started on the circuit and at Milwaukee and Ripon repeated his Chicago success and a bright future was predicted for him. But it was at Saginaw, Mich., that he won his best race. It was the mile open and opposed to him



JAS. W. MCINDOE,
Of B. B. Emery & Co.

were George F. Taylor and M. F. Dirnberger. The first time the race exceeded the time limit and a run-over was ordered. Coming into the home stretch Taylor and Dirnberger were leading and it looked like a sure thing for one of them. Suddenly the Fowler rider came up from behind and shot past the two leaders like a flash. Too late they discovered that Kennedy was not a novice. Before they could get steam up



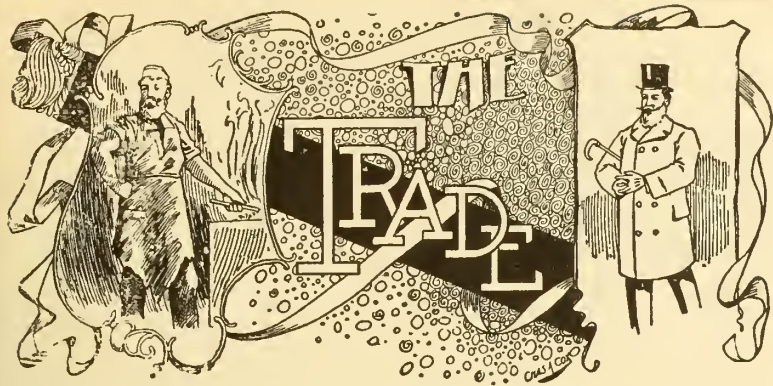
the Fowler and its plucky little rider had won the race, and one more feather was added to Kennedy's cap.

Kennedy raced at nearly all of the western meets last fall and when he summed up his winnings he found that with the aid of the Fowler he had won 27 firsts, 9 seconds, and 7 thirds.

A VALUABLE POINT.

A fork crown that is of such design and material as to twist when meeting with an accident, instead of kinking the forksides or buckling the frame, is a valuable point in the construction of an up-to-date wheel.

The Fowler has that kind of a fork crown. It is comparatively easy to straighten a twisted fork crown back to its proper shape. But to put in two new forksides or new front-frame tubes, you are obliged to send them to the factory for repairs—besides delay and cost—the first job costing about \$3.50, the new front tubes about \$10, besides freight or express charges. **Points count.**



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ENGLAND HAS HARD TIMES.

The Effects of the Tight Money Market Felt in the Old Country—Some of the Makers Having a Hard Time of It.

LONDON, Feb. 3.—The liquidation of Macbeth, Phillips & Co. and the Wenham Cycle Co., both London firms of considerable repute, has come as a surprise to many, and I have heard several expressions of astonishment at the occurrence. It seems as if the smaller makers can not compete with the larger ones just at present and the reason is probably to be found in the want of capital which prevents the small firms tiding over times of depression, such as we have just passed through in this country. The worst of the matter is that the cycle trade is likely to remain quiet far longer than many others, for people will not purchase machines except in times of comparative prosperity, and there can be no getting away from the fact that in spite of the remarkably fine season we had in '93 from a weather point of view, the year was most disastrous to the trade. Very few of even the big firms, whose connection is more or less established, are paying anything like the dividends announced last year, while two of the very largest are not only paying none at all but show a loss of some £26,000 and £31,000 respectively. Let us hope that the coming season may be more successful, for evidently things can not go on long as they are doing at present.

Mr. Larrette, writing in the *Athletic News*, places the blame on the amount of advertising which is done at the present time, but I think he is in the wrong, for statistics go to show that better results are obtained by those firms which consistently bring their goods before the notice of the public than by those which endeavor to save in the direction indicated. It is an acknowledged fact that the man who does not freely advertise does not do much business, and the cycle trade is no exception to the general rule. The real cause for the present lamentable state of things appears to be the unwarrantable cutting of prices which has taken place in many instances and which all in the trade must eventually feel. The results of last season's trading will perhaps bring this home to one or two of the most notorious of the "sell-at-any-price" firms. Meanwhile it is a pity that several of the smaller manufacturers, men who have often the confidence and personal friendship of their customers, should be unable to tide over the present difficulties. It is obviously a case of the weakest going to the wall.

Neat Little "Trike."

The other day I had a run on a very nice little tandem tricycle, made by Messrs. Pollard Bros., of Bayswater, London, W. It is of the "Invincible" type, but vastly improved in design in so far as the main frame is concerned. The machine is, of course, a rear steerer, and the main axle is carried in four bearings supported by a bridge of large diameter tubing. From the center of this bridge a tube descends toward the front of the machine, carrying the foremost crank-bracket, and being bent in a curve immediately afterward until it is carried backward to the rear bracket perfectly horizontally and about six inches from ground. Immediately after passing the rear bracket the tube curves slightly upward to the bottom of the steering head, which is raked forward so that it is situated somewhat in front of the perpendicular of the rear wheel, which is twenty-four inches in diameter. Here the tube terminates, its other end passing horizontally from the bridge to the top of the steering head. It will thus be seen that the whole of the main frame is formed of one piece of tubing, an arrangement which gives the maximum of strength with the minimum of weight. The machine complete, with '93 Dunlop, puncture-proof bands, and Carter's chain cases to both chains, scales sixty-five pounds, at which weight it is guaranteed to carry thirty stone.

Some very important changes are being made in the management of the Coventry Machinists' Co., and will no doubt meet with the approval of the shareholders. Not the least cause for congratulation is the appointment of F. B. Bale, who has for so many years managed the London depot of the company, as chief at the head offices and works, Coventry. Mr. Bale has made many friends in London, and will be much missed, but the interests of the company will be best served by his taking the helm during the storm.

Detachable Gear-Cases are all the Rage

just now, and I hear that the Dorman Engineering Co., of Northampton, are experiencing a great rush of orders for the Dover case, which is without doubt one of the best of the detachable chain covers. It is now quite

evident that no first-class machine is complete unless the chain is thoroughly boxed in, and the public has at last learned the lesson which so many of our best cycling experts have been endeavoring to teach for years past. There is now a very brisk demand for gear-cases of all kinds; a demand which is certainly amply justified by the excellent results which have up to the present been obtained by their use.

The new Buckingham & Adams Co. are turning out some capital cycles this season, and the works at Birmingham are fully employed. There are few machines which show more care in construction or finer workmanship than the new B. & A.'s. A. P. Englehart, the London representative, reports excellent business in the district with which he is connected, which covers a great part of the south of England.

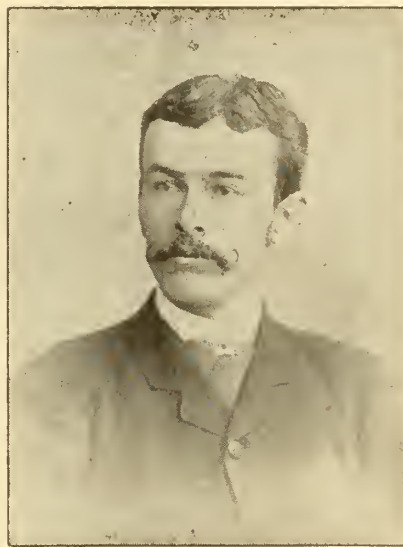
The new Ormende Co. has taken over the business lately carried on by the company from which it takes its name, and the Ormende cycles, which have figured so prominently among the records in the past, will no doubt come to the fore once more. T. Gibbons Brooks, of the Polytechnic C. C., has been appointed head salesman.

Messrs. Thomson & James, the makers of the Mohawk cycles, have just published a very neat, and at the same time useful, catalogue, which is entitled, "All about Air Tires Up to Date." It includes accurate descriptions and illustrations of all the best-known tires, including the Beeston, Bates, Boothroyd, Clincher, Cooke, Dunlop, Fleetwood, G. & J., Grappler, Hook, Ideal, Maltby, Michelin, Palmer, Preston-Davies, Puncture-Proof, Seddon, Swiftsure, Sydney, Trigwell, and Turner. The list will be mailed free on receipt of a card at 39 Chalk Farm Road, N. W.

WILL O' THE WISP.

Mr. Blood, of Michigan.

M. E. Blood is the hustling proprietor and manager of the Kalamazoo



M. E. BLOOD.

Luggage Carrier Co., of Kalamazoo, Mich. By strict application to business, Mr. Blood has built up a large trade and his luggage carriers, baby seats, and trouser guards are sold in every part of the United States and Canada. The Kalamazoo company make a large number of other cycle accessories and report a large business. They also carry a line of Columbias, Hartfords, Hickorys, and other high-grade machines.

Punctureless Armor Catching On.

The Punctureless Tire Armor Co., of Hagerstown, Md., are meeting with great success and have introduced their armor into every state and territory in the United States, as well as in many parts of Canada. This has all been done in the past five or six weeks. Manager Schindler announces that he has just made a set of five-ounce strips for a prominent racing man. The set is one thirty-second of an inch thick and is as perfect a protection as the eight-ounce ones shown at New York and Philadelphia.

Visitors to Chicago.

H. H. Thomson, of the New Howe Co., and L. J. Keck, of H. T. Hearsey, of Indianapolis, passed through Chicago this week. The former gentleman came down from Canada and reported a good business. Mr. Keck had visited eighteen towns and placed an agency in every town.

Derby Company's Retail Store.

The Derby Cycle Co. have secured one of the finest corners in Chicago for a retail store. This is in the cigar store at the southwest corner of Madison and Dearborn streets. Two wheels, one a lady's and the other a gentleman's, attract general attention from the passers-by, and the salesman in charge, R. T. Haines, informs THE BEARINGS' man that he is kept constantly busy answering questions about the machines. The window is arranged very attractively, with green velvet of the most costly kind as a background and a number of cycling specialties arranged on it. The lady's wheel is finished in green enamel and the gentleman's in black. The enamel is truly beautiful work, such as would naturally attract attention from a passer-by. The nickel work is of the brightest, and with a neatly arranged cigar store to back up the show, it is small wonder that people stop to look; and looking, come inside to inquire. The Derby factory is but a half-hour's journey over and back, and as no trading is done there is need for only the two wheels shown.

John Jacob Astor, the New York millionaire, was one of the first to have a safety built to reach. When the dwarf came into general use in this country. Mr. Astor, who is quite tall, placed an order with George R. Bidwell for a safety with thirty-six-inch wheels and a frame built to reach.

AGAIN THE OFFER.

The Curtis-Child Mfg. Co. write: "Our offer through the columns of the cycling press to supply our steel saddle for \$1, as an advertisement, has resulted in an embarrassment of riches. We ask you to state to your readers that the offer is open only to those who mention the journal in which they saw it; that we will not send C. O. D.; that Adams Express Co. will deliver these saddles provided they send twenty cents additional with their

**A Saddle
For One Dollar.**

Clip out this coupon, and
send it with **ONE DOLLAR**
to the

Curtis-Child Mfg. Co.
17 S. Fourth St., Philadelphia, Pa.

For one of their Steel
Saddles.

Please mention



THE BEARINGS
CYCLING AUTHORITY AMERICA

dollar; that the saddle is the lightest made for regular use, and will cease to be procurable at less than list price after March 15; that our address as given below is all that is required. Yours respectfully, Curtis-Child Mfg. Co., 17 S. Fourth Street, Philadelphia."

We would urge our readers to take advantage of this offer. A saddle as good as the one offered by this firm is seldom purchased so cheaply. It is worth five times the price charged by the Curtis-Child Co.

Trade Association Still Hanging Fire.

NEW YORK, Feb. 19.—Two meetings of the committee to complete the trade organization have been held in this city during the past ten days. The plan of the organization has received careful discussion and a draft of a constitution and by-laws has been prepared. But the committee is not yet ready to make public any outline of its plans. A member of the committee said yesterday that there were a great many details to be considered, and that while the committee had agreed on some of the main features, they did not care to state what they were until they were sure that they would not be altered because of subsequent changes in details. He thought that the trade, knowing that the committee was at work, would be willing to wait for a full report until the committee had come to conclusions that it was prepared to stand by.

What is known locally as "the Scotch syndicate," a combination of several dry-goods firms east and west, has bought from the assignee of the Bidwell Mfg. Co., of Hartford, the thousand or more Tourist bicycles left on hand at the failure of the company last fall. As the copyright to the name the "Tourist" has been sold to another party, it is probable that the wheels will be sold under another name. As only four or five hundred of the wheels are set up, it is supposed that the assignee will complete the remainder. The price paid by the syndicate is said to be about \$60 per wheel. This should enable them to sell them for considerably less than \$100, and give some people the chance to get a very good wheel cheap. The western members of the syndicate are Pettis Dry Goods Co., Indianapolis; Minneapolis Dry Goods Co., Minneapolis, Minn.; Daggett Dry Goods Co., Kansas City, Mo., and Adams, Meldrum & Anderson, Buffalo, N. Y. The other members are in central New York, Pennsylvania, and Massachusetts.

Expired Patents.

Patents which expired January 9, 1894, granted January 9, 1877:
186,136. Velocipedes; Walter Katon and Paul Bonfils, North Attleboro, Mass. Filed November 8, 1876.

186,158. Vehicle wheels; A. A. Philbrick, Coldwater, Mich. Filed November 8, 1876.

Patents which expired January 16, 1894. Granted January 16, 1877.
186,379. Velocipedes; Wm. H. H. Stineman and C. T. Holloway, Baltimore, Md. Filed October 27, 1876.

Mr. Owen's Tire Idea.

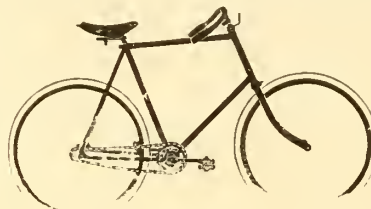
H. S. Owen, the Washington dealer and manufacturer, has an idea which he thinks is a good thing. It is to blow up the beads of the tire with a pump and by this blowing process clinch them in the rim into which they have previously been pushed. In deflating, it would be necessary to deflate but the one edge. In this way the weight of wire and other appliances at the edge would be entirely done away with and the tire could be made a great deal lighter. The valves for the tire edges need not be very large and the same pump could be made to do service for both.

Frank Fowler is looking for a store on the cycle row in Chicago for a retail establishment and will personally push the Fowler in a retail way himself.

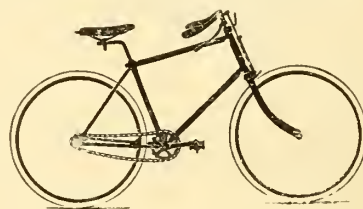
"SPALDINGS" AND "CREDENDAS."

The Spalding and Credenda line for 1894 will consist of six models, ranging in price from \$65 to \$125, high-grade throughout, and constructed in the very best manner of the best material obtainable.

In the new production, the Spalding, a strictly high-grade, up-to-date, light-weight road wheel, the Lamb Mfg. Co. have endeavored to combine all that which in their many years of bicycle building has proved itself good. It is a light wheel, weighing twenty-seven pounds, but is intended to carry any rider over any road. Palmer tires and wood rims will be the regular equipment, but G. & J. tires and metal rims will be supplied when desired.



Spalding.



Credenda Pacer.

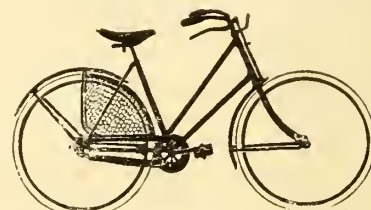
The Credendas are too well known to require comment. Their record is their recommendation, and in this, the fourth year of their construction, the makers feel that their improved excellence will win for them fresh laurels as thoroughly reliable and satisfactory machines. In addition to the Pacer and Consort, so well known, the Credenda line will embrace three models, the Credenda Roadster, a high-grade machine at a moderate price, \$85; Palmer or G. & J. tires. Two twenty-six-inch wheels have also been added—the Credenda Pacer Junior, and Credenda Consort Junior. They are reduced *fac-similes* of their originals.

We append herewith a brief of the various machines constituting the line:

The Spalding has a high Humber pattern frame, thimble construction throughout; extremely rigid; front forks tubular throughout; no forgings;



Credenda Roadster.

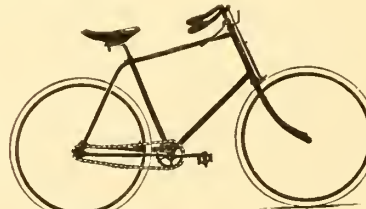


Credenda Consort.

wheels twenty-eight-inch, with either direct, unbreakable, suspension, or tangent spokes; tires either one and three-quarter-inch Palmer and wood rims, or G. & J. and metal rims; dust-proof pedals; Spalding saddle, scorchor type; weight twenty-seven pounds. Price, \$125.

The Credenda Pacer has a Humber pattern frame, thimble construction throughout; wheels twenty-eight-inch, direct, unbreakable, suspension spokes; one and seven-eighths inch Credenda pneumatic tire with removable inner tube; Spalding saddle. Price, \$100.

The Credenda Consort details are identical with those of the Pacer, except that this machine is fitted with dress and mud-guards, and has a dropped frame.



Credenda Pacer, Jr.



Credenda Consort, Jr.

The Credenda Roadster has a double-diamond frame, thimble construction throughout; wheels twenty-eight-inch, with direct, unbreakable, suspension spokes; tires one and three-quarter-inch Palmer or G. & J.; saddle, Perkins' light scorchor type; weight, all on, thirty-three pounds. Price, \$85.

The Credenda Pacer, Junior, is fitted with a Humber pattern frame, thimble construction throughout; wheels twenty-six-inch, with direct, unbreakable, suspension spokes; tires one and one-half inch Akron, with removable inner tube, in metal rims; saddle, Perkins' light scorchor type; weight, all on, thirty pounds. Price, \$65.

The Credenda Consort Junior, is identical in its construction with the Pacer Junior, except that it is fitted with dress and mud-guards, and has a dropped frame. Price, \$75.

The Derby Cycle Co., of Chicago, are much elated over the fact that the Trenton boy who fell at the Philadelphia races last season, and was so seriously injured, has given an order for another Derby, in spite of the fact that it was a Derby he was riding when he took that terrible fall. The lad admits that the wheel had been ridden repeatedly by other riders and that the front forks had been bent away back and straightened without proper care. The forks were cracked when the lad started in the race, and he knowingly risked his neck in riding at all.

TIRE FABRICS AGAIN.

EDITOR THE BEARINGS: My waking hours are spent largely in experimental work. My rest is often simply a change to some other line of work. Nor is this done at the clubhouse smoking-room nor in a finely finished studio, but at the bench, lathe, and forge. In this constant hunt for unknown facts I occasionally find something that seems valuable. If valuable, there is a reason why it is so, and this reason is sought if it is not apparent. When found, I word it as well as I can and offer it to the public, because wise men prefer to know why a thing is so, rather than to have the testimony of a most competent witness that it is so. This is my theory; and theory it is called till it is accepted as proven by the intelligent part of the public—when it becomes a “law.” It is not my custom to first invent a theory, next a fabric to fit the said theory, and lastly facts to fit both; nor do I suppose for a moment that the public will accept my theory as true till they have examined it and both grasped the reason and witnessed the fact. Further, as a lover of truth it is a matter of pleasure to me to have my theories discussed and I believe myself to be enough of a sportsman to take a pleasure in learning that I am wrong, if such is the case.

It was therefore with pleasure that I began to read Mr. R. P. Scott's criticism on my tire fabric article, as published in the Christmas BEARINGS; but this changed to regret before I finished, for it took away a portion of the great respect I had for the mechanical and scientific ability of Mr. S. In defense I will say that the limits of a popular article prevent one's inserting a book on elementary principles and so I had to consider some things as axiomatic or at least as being granted. He says I do not prove up my fundamental proposition. If he will read the article again he will learn that I never had one, that the article describes what has been rather than what is to be, and that only in the last two clauses do I lay down anything like a proposition, and there I give the reason why the results are so, and by reference to practice give the inquirer a chance to know that I am right.

What More Does he Want?

Nothing, apparently, for he starts off on the boiler question, and while denying that the strain on the walls of cylinders, due to internal pressure, varies as the diameters (a fact that any schoolboy knows), asks if “the strain on the longitudinal threads of a twenty-eight-inch tire is any greater than on the same threads of a twelve-inch tire.” It is needless for me to assert that this is the case for he will not accept my statement; so I will simply ask him to take that strain from said threads by placing a band around the threads of said tires, which bands shall be slightly shorter than the said threads. Now compare the strains on the bands. Is more proof necessary? If so, he furnishes it. He says that a tire of longitudinal threads only would blow into a globe before there was any strain on the threads at all. In other words, lateral threads are an absolute necessity, and as a tire can be made with lateral threads only that will give superior results, will he or some one tell us, why use longitudinal threads at all?

Next he tackles the “tire bending theory,” quotes a couple of axioms, and then draws the most unwarranted conclusion, which he takes as a “fundamental proposition” without a whisper of proof. (The next time he goes to New York “on a freight” he had better call at Tiffany's.) According to his conclusion a cast-iron tube with a colic in it would make an ideal tire, for it would “distort least and the air most.” If he really desires to carry out his belief, he should encircle his tire with a flexible steel band. This would have no stretch at all, would bend very little because of the longitudinal resistance, and would disturb the air all around the tire if sufficient load was applied. It would also

Serve as a Puncture Preventer.

Its great fault is that it has been tried and found wanting. It, like all longitudinal resistance, hampers the action of the air, and so destroys the action that should take place. He admits that we should get the greatest possible action out of the air because it is most resilient. There is only one way to do this, and that is to use such a fabric as will least hamper the superior resilience of the air. If we could imagine the air to be held in place without any fabric at all, we would secure the best results. A pebble would displace only the amount of air occupied by its bulk, and no jolt would reach the rider. Neither would there be any loss of power, for air is so nearly perfect as a spring, that it would eject the pebble with practically the same force that was used up in admitting it. This would be ideal. This would carry the load in as near to a uniform line and at as near to a uniform speed as it is possible to imagine; and these are the desired conditions, if we are to accept Mr. Scott's book as authority. The nearest approach to the desired condition is to reduce the stiffness and weight of the fabric, and increase the air-pressure to properly sustain the load. Does not this seem reasonable? Is it not self evident? It is certainly true.

Two proofs may be offered. Reverse the process and increase the stiffness of the fabric and rubber, and decrease the air pressure, and we arrive at the inflated cushion which was once offered as a safe excuse and abandoned as a failure. Further yet and we arrive at garden hose; good in

its place but hardly fitted for cycle tires, even in the mind of the most vigorous theorist. Next, compare a diagonal fabric with a transverse thread fabric and measure the difference in resilience. This is no matter of guess work. It is as positive as the union of two and two. When I first took up this fabric question I designed and built a device for measuring my results. So far as I know

It Was the First Resiliometer

in the United States. It proved two things. First, that the flexible fabric would bounce higher from the floor than any other; and second, that it would not bounce as high from a small obstacle as the other. The first result proved that it was a better bouncer, and the second result that it was more receptive. Where the other fabrics bounced from the obstacle largely, the transverse fabric swallowed the obstacle and bounced from the floor. The first result proved that the transverse fabric was faster because more lively, and the second that it was more comfortable because it admitted the obstacle instead of lifting the rider over it. There is no chance to say that it would have been better if it had not admitted the obstacle, for it is a case of action on lines of least resistance. With one fabric it is necessary to lift the rider because the longitudinal threads will not permit reception of the obstacle. In the other case the tire is free to do that which is easiest. The fact that it does receive the smaller obstacles is proof that it is saving the rider's muscle. Not only does it absorb less power on striking an obstacle, but the fact that it bounces higher proves that it gives back a greater part of the absorbed power than the regular fabrics. The universal testimony of a number of riders who are using this form of tire in actual work goes to support these facts, if they need any support.

What does Mr. Scott have to offer against these facts?

The proof, the arguments, the records, the testimonials of practical riders all go to show that the flexible fabric is better than one less flexible; that the longitudinal threaded fabric is bad, the diagonal better, and the transverse, or nearly so, best.

What does Mr. S. have to say in defense of his position? It is easy to criticize and cry “Twaddle,” but hear him. “At least to my mind the tire that bends down immediately around the obstruction violates our fundamental proposition.” His f. p. is wrong and unwarranted, so all that is left of his argument is in his “mind.” Again, and without submitting proofs, he says, “I was in great doubt . . . but since reading . . . I lean most decidedly toward the diagonal.” Does this sound like the utterance of a practical man and logician, or does it bear the ear-marks of a sophist and twaddler?

Moral: Apple trees are those that bear apples
C. E. DURVEA.

The “Lu-mi-num” at Philadelphia.

In the rush and hurry attending the reporting of the Philadelphia show we overlooked the exhibit of the St. Louis Refrigerator & Wooden Gutter Co. As the exhibit was uncommonly fine we think that it would not be out of the way to describe it. The exhibit attracted a great deal of attention. For years people have been looking for a wheel of this new material and the Lu-mi-num seemed to meet their views in every sense of the word. Although but little lighter than the regular wheels of the day, the wheel has many advantages which must give it a ready sale. The wheels are made with but few joints. There being no joints, bolted or screwed, in the aluminum parts, all liability of jarring loose is avoided. As aluminum is its own best finish, the wheel is left bright, and for this reason will have many friends. It will not rust. Although weight is saved, the wheel is made of equal weight with other wheels on the market and must be correspondingly stronger. For the repairs Mr. Conkling informs THE BEARINGS' man the firm have perfected a process whereby they can quickly and properly repair the breakage without the expense of furnishing the new parts. Repairs so made leave the machine in all respects equal to new. Thousands of the machines have been sent out all over the country and have been subjected to the most severe tests possible with uniformly good results. Three models were shown at Philadelphia. All models will list at \$135. The Lu-mi-num No. 300, stripped, weighs but twenty-five and a quarter pounds with rat-trap pedals and twenty-six pounds with rubber pedals. The wheel base is forty-two inches. The Lu-mi-num No. 301 has the thirty-inch front wheel and a half-inch longer wheel base, weighs the same as the 300, stripped, and with rubber pedals and brake and mud-guard just twenty-nine pounds. The ladies' wheel is brought to a weight that will sell, namely, twenty-seven and a half pounds with rubber pedals, chain and dress guards, and brake. All wheels are fitted with Palmer tires and the firm's own special white-ash, lock-joint wood rims. Frames of all wheels are in one piece throughout.

Among the patents recently issued at Washington was one for “a wind harp for bicycles.” It is the invention of a German and has been patented in England. With this and the bouquet holder the novice will be fully equipped.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
YOUR NAME IS VALUABLE
TO US
WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE
MORGAN & WRIGHT
CHICAGO

Gave Up Importing Wheels.



ROBERT SCHULENBERG.

Robert Schulenberg is one of the largest dealers in Detroit. His yearly business is large enough for a city twice the size of that town, but the fact that Detroit is not as large as Chicago or New York does not bother Mr. Schulenberg, who sells wheels at any and all times. Last year he did a large importing business, handling the Reform and New Howe. He found that English wheels did not sell as well as American bicycles, so this year he has abandoned the importing business and is selling the Derby and several other high-grade machines.

"Ben Hur" Is All Right.

L. M. Wainwright, of the Central Cycle Mfg. Co., says that business in the east, where he has been traveling for some time, is brisk and that he is well pleased with the way the Ben Hur is selling. Mr. Wainwright also says that Harry Hearsey, the Indianapolis dealer, is doing a fine business with the Central line. So closely identified with the Ben Hur is Mr. Hearsey that he has received several letters addressed to "Mr. Hur."

Chas. Hanauer & Bros., of Cincinnati, O., are making preparations to do a much larger business this year than last. Mr. Hanauer says that the outlook is very bright; and that he will have every one in Cincinnati riding a Victor this summer.

The Emblem, manufactured by W. G. Shack, of Buffalo, is meeting with unqualified success, and wherever seen has been favorably received. The weight is twenty-eight pounds and the wheel lists at \$100. Mr. Shack also has the general agency for the Yale.

Something New in Oil-Cans.

Our friends in old England get up some cycle accessories that go to fill a long-felt want. Here is one of them. It is an oil-can that will carry oil for a lamp and also lubricating oil. As can be seen by the cut, the two receptacles are separate and there is no danger of the oils mixing. Many a rider, out for an evening ride, has found his lamp running out of oil when he was several miles from home and had to pass several policemen. If he had had one of these new-fangled devices he would not have been troubled in replenishing his empty lamp.



Mr. Weld's New Position.

C. H. Weld, late assistant manager of the Royal Cycle Works, has resigned his position and has connected himself with his former employer, W. W. Whitten. He will have charge of the manufacturing part of the business. Mr. Whitten has added a large amount of new machinery and will make a large variety of American parts and fittings. He will continue to handle Bown's and Perry's goods, also Smith's, of Saltley.

Plant of the Toledo Bicycle Co. Sold.

TOLEDO, O., Feb. 19.—John S. Melink has purchased the plant and stock of the Toledo Bicycle Co. for \$15,100 of Receiver Terry. The terms of the sale are one-third in cash and the balance in 90 days with proper security. A motion to approve the sale was filed by the receiver today in common pleas court. The sale is in accordance with the order of Judge Pugsley, made in common pleas court last Monday. John Melink, the purchaser, was one of the stockholders of the company.

Two Parisian cyclists have agreed upon an original match for the following distances: Five kilometers on safeties, a turn of the large lake in the Bois de Boulogne on cycle boats, and ten times around a cycle track upon bicycles.

Even Queen Lil is using Red Cross cement. A. U. Betts & Co. received a nice order last week for some of their celebrated cement from a dealer at Hawaii.

The VIGILANT TRIBUNE



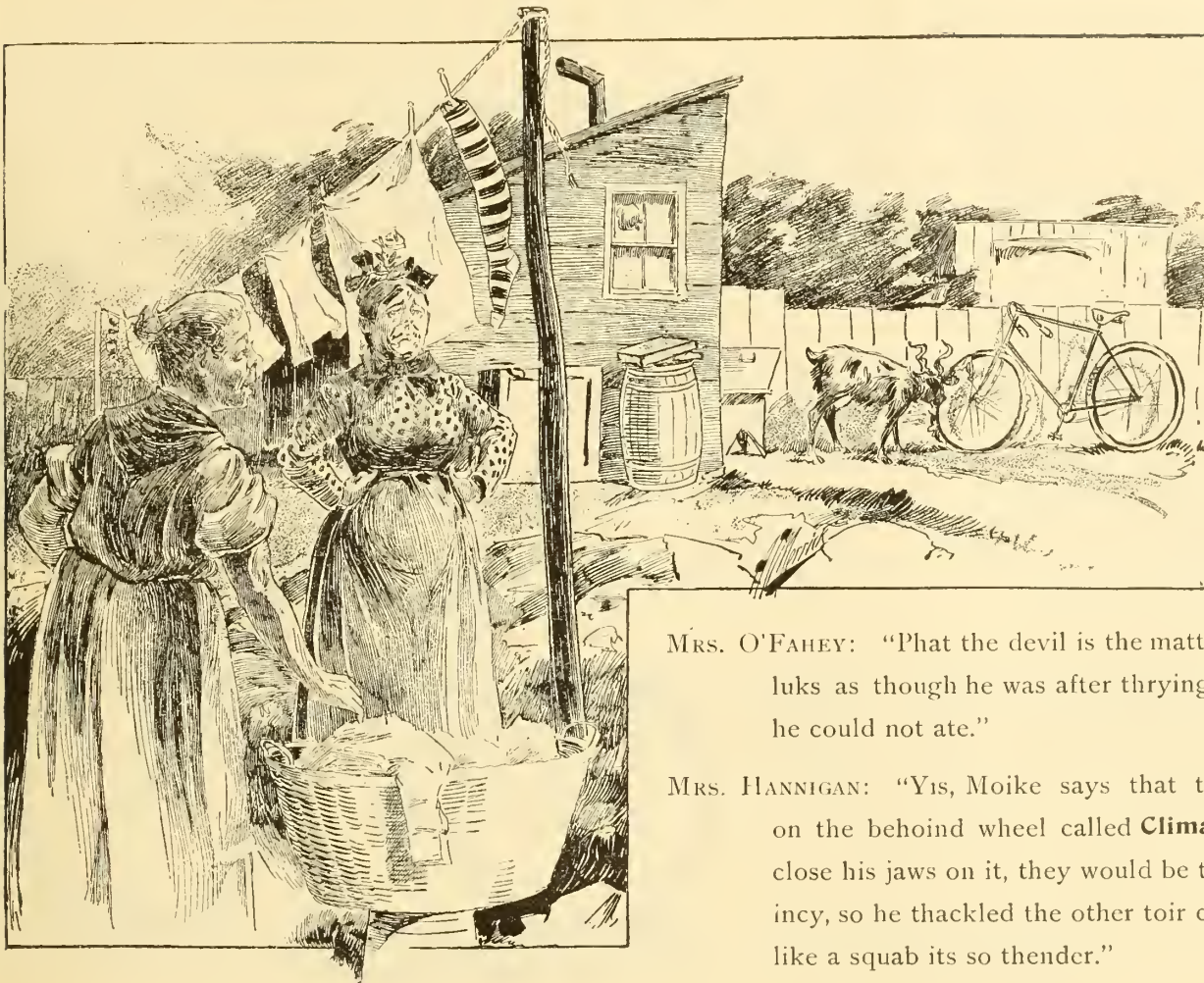
A clipping from
"Cycling Life" Feb. 2:
"Fine \$100.00 Wheels."

"It is a strikingly curious fact that at the second show, as at the first, there were exhibitors in number of exceedingly fine \$100.00 wheels. Indeed to such a point of excellence has this type of wheel been brought that many argue that the day is not far distant when it will be the ruling price for all high grade machines. If one cares to examine the materials which enter into the construction of such a machine as the BLACK MFG. CO., of ERIE, PA., offer, he must confess that if such a wheel can be built and marketed for a profit, the prophecy is not far astray, for the cones and cups and minor parts are finished with the same degree of care as to tempering, etc., that is found in factories where guns are made."

The leading wheel in its class. Now ready for immediate delivery. Send for catalogue.

THE BLACK MFG. CO., ERIE, PA.

MENTION THE BEARINGS



The...
Difference

MRS. O'FAHEY: "Phat the devil is the matter wid yer billy goat? He luks as though he was after thrying to discover something that he could not ate."

MRS. HANNIGAN: "Yis, Moike says that the goat tried atin that toir on the behoind wheel called **Climax**, but every toime he would close his jaws on it, they would be thron out of place wid resiliency, so he thackled the other toir called **competition** and ates it like a squab its so thender."

REX ROAD AND CLIMAX

BEST CEMENTED TIRES.
PRICES LOW.

CYCLONE, BEST MECHANICALLY-FASTENED TIRE.

Special Prices to the Trade and Fullest and Best Guarantees.

ADDRESS,

EASTERN RUBBER MFG. CO

TRENTON, N. J.

DISTRIBUTING BRANCHES: Factory and Head Offices, Trenton, N. J.

EASTERN RUBBER MFG. CO., 38 Park Row, and 9 and 11 W. Broadway, cor. Reade street, NEW YORK; CHICAGO, 207 Lake street; BUFFALO, Frank J. Eppele; PHILADELPHIA, H. C. La Cato; WASHINGTON, D. C., Goodyear Rubber Co.; ST. LOUIS, Day Rubber Co.; PITTSBURG, Hayward & Co., 86 Water street.

MENTION THE BEARINGS

LATE CATALOGUES REVIEWED.

"Beautiful," gasped the artist, as the mail carrier dropped the '94 catalogue of the Union Cycle Mfg. Co. upon the editor's desk last Tuesday. And the autocrat of the office was right. This last production of the makers of the Union is superb. Tastefully and modestly gotten up, it easily ranks with the finest catalogue of the year. The pages are decorated with beautiful half-tones of cycling scenes, by a well-known artist, while pictures of Tyler, Windle, and McDuffee peer from different corners. Many compilers of bicycle catalogues have attempted to write poetry, but the man who got up the Union catalogue hits the nail on the head when he says:

*The sum of all the past is ours today,
By slow degrees man hews himself a way,
Attains the object. Eons sought in vain
And adds his iota to human gain.
Nothing of value 'scapes his grasping hand,
Obstructions vanish 'neath his magic wand,
Tireless, he presses on toward the light
And follows to the end perfection's flight.*

*So as ye read these pages ye shall find
Old '93 full many a league behind;
The new supplants the old, improvement reigns,
And '94 shall profit by our gains.
The spell is broken, time has rolled away
The errors of a less enlightened day.
Read of the noble wheel we offer here
To bear our colors for another year.*

Green, gold, and white are the colors of the cover of the '94 catalogue of the Remington Arms Co. and it is a pretty combination. On the back of the cover is a fine half-tone picture of the Remington company's large factory at Ilion, N. Y. The makers of the Remington say that the past year brought widespread financial adversity, which, while it did not diminish the demand for wheels, decidedly affected and regulated their sale. They predict a still greater demand for bicycles this year, and warn the buyer to beware of irresponsible makers. Remingtons are made in eight styles this year, two of the models being ladies' wheels. Bartlett, Palmer, and Michelin tires will be used. Prices range from \$100 to \$135.

Chock full of interesting information about aluminum, the first bicycle catalogue of the St. Louis Refrigerator & Wooden Gutter Co. comes to us. The Lu-mi-num is so well known and has met with so much favor that it is almost useless to describe it here. Suffice to say that the St. Louis Refrigerator & Wooden Gutter Co. will make three models this year. The No. 300 weighs twenty-five and one-quarter pounds and sells for \$135. The No. 301, stripped, weighs twenty-six and one-quarter pounds and is built on the same lines as No. 300. The ladies' wheel is certainly a beauty. It has a forty-two-inch wheel base and weighs but twenty-seven and one-half pounds. The frame is all in one piece and there is plenty of room between the handle-bars and saddle to mount and dismount.

A very spirited poem, describing a race in which the Lyndhurst breaks the records and distances all competitors, graces the pages of McKee & Harrington's catalogue. This little pamphlet is decidedly interesting. Well illustrated and full of pithy sayings, we venture to predict that the Lyndhurst catalogue will meet with much favor. The special features of the Lyndhurst this year are: Wood rims; high, medium, and low frames; narrow tread; locking device for handle-bar post; light weights; white-ash mud and dress guards; adjusting device for alignment of both sprockets, and the Perry chain. Prices range from \$125 to \$150.

A nineteen and one-half pound racer listing at \$125; a twenty-five and one-half pound road racer, listing at \$115; a twenty-nine pound full roadster at \$115; a thirty-two pound ladies' wheel at \$115; a thirty-two and one-half pound combination machine at \$115; thirty-one pound light roadster at \$90, and eight cheaper machines constitute the line of the John P. Lovell Arms Co., as described in their catalogue just out. The pamphlet is complete and up to date and would-be purchasers should send for one.

If bicycle riders will heed the advice given by the Central Cycle Mfg. Co., of Indianapolis, they will have less cause to complain of poor machines and big repair bills. On the back of the front cover of the catalogue of the makers of the Ben Hur, the following axioms are given: Keep your wheel clean; keep your chain clean; oil well the bearings, to free them from grit or dirt; keep your spokes and nuts tight; keep your bearings adjusted, using much care not to have them too tight—better be too loose than too tight; keep lock nuts tight; use care in adjusting nuts and screws, that you do not twist them off or strip the threads; loosen axle nuts before adjusting the chain; make axle nuts very tight after adjusting the chain; keep the head of machine closely adjusted, not tight, and secure it well with the lock nut; keep your tires fast by heating the rim under the loose places; never ride your wheels with tires deflated; learn to repair your own tire when it becomes punctured; your bicycle is a delicate and accurate piece of machinery, and requires as much care as a Corliss engine; don't abuse your bicycle.

The catalogue of the Stokes Mfg. Co. is to hand. It is neat and tasty and describes the wheels and sundries carried by the Stokes people. The Wellington and the Sterling are illustrated, as well as the ladies' Union. The line of sundries carried by the Stokes company is one of the largest handled by any dealer in the country and the greater part of the catalogue is devoted to describing them.

One noticeable thing about the catalogue of the Columbus Bicycle Co.,

of Columbus, O., is that there is only one wheel illustrated. The machine is the Columbus No. 7, a wheel that sells for \$90. It is certainly a good-looking bicycle and should meet with a ready sale. It weighs but twenty-eight pounds and is fitted with Morgan & Wright or Eastern Rubber Co.'s tires. The weight of the Columbus can be brought down to twenty-five pounds by fitting wood rims and road racing tires. Ten dollars additional is asked for this light weight.

A. Featherstone & Co.'s line consists of five models this year, according to the handsome catalogue issued by this firm. The Road King and Road Queen, the Duke and Duchess, the Prince and Princess, and the Middy and Flying Jib look handsomer than ever. The prices on these machines will meet with the public's approval. They are as follows: \$100, \$75, \$50, \$40, and \$15 respectively. Morgan & Wright, Palmer, G. & J., and Dunlop tires will be used.

Imperial Wheels.

Seven gentlemen's and two ladies' wheels compose the line manufactured by the Ames & Frost Co., Chicago, this year. The racer weighs twenty-two pounds, and is a little beauty. Models J, K, and M have twenty-eight-inch wheels, the front wheel fitted with thirty-two and the rear with thirty-six tangent spokes. The frame is constructed of highest-grade, seamless steel tubing, perfectly fitted and brazed together. Hubs, cranks,



MODEL K IMPERIAL.

and sprocket are made from solid drop forging, tooled down to proper weight and pattern. The round cranks are of toughened steel. The wheels are finished with superior hand-polished black enamel, all bright parts and spokes heavily nickel-plated. The Model J weighs thirty-two pounds and the Model K thirty-one pounds. Model K is identical with Model J, except that mud-guards and brake are omitted. Model M is designed for a light roadster, is fitted with a light tire and saddle, and constructed with either steel or wood rims; weight, twenty-seven pounds.

Changes in the Trade.

CALIFORNIA.—Riverside; Stewart & Lett, hardware and bicycles; dissolved. Trowbridge & Wakeman, hardware and bicycles; succeeded by Trowbridge Hardware Co. (co-partnership).

INDIAN TERRITORY.—Purcell; Carter & Graves, hardware and bicycles; burnt out.

KANSAS.—Parsons; Hall Hardware & Implement Co.; Ella Hall, chattel mortgages \$644 and \$105.

NEW JERSEY.—Clinton; Stockton Wholston, hardware and bicycles; succeeded by Stockton & Allen.

NEW YORK.—New York; Clemens & Curtiss, bicycles; judgment, \$212.

OREGON.—Athena; Barrett, C. A. & Co., hardware and bicycles; C. A. Barrett realty mortgage, \$3,500.

UTAH.—Park City; Tewksbury, Charles A., hardware and bicycles; realty mortgage, \$1,500.

ONTARIO.—Goderich; Wilkinson, R. P., hardware and bicycles; sold out.

Spoiled in the Making.

Father (lifting the fragments of his broken pipe from the mantelpiece): "Who broke my pipe?"

Little Johnnie (trembling): "Father, it was I who did it, and I could not tell you a lie."

Father, much affected, weeps, and remarks to visitor: "All my hopes in that boy are vanished. I had hoped to make him a cycle agent, but all my aspirations are now knocked on the head."—*Irish Athlete*.

A Viennese cyclist was arrested for carrying his four-year-old daughter in front of his machine. He was obliged to prove that she was in no danger, before the judge would let him go.

Creusot, France, has a municipal bicycle instructor. Last summer this post was created, and a professor hired to teach the pupils of the communal school to ride.

EAGLE

ALUMINUM RIMS

FITTED TO

CLINCHER TIRES.

All The Popular Makes.

*THREE POUNDS SAVED FROM THE RIM EQUALS
TWENTY POUNDS TAKEN FROM FRAME.*

EAGLE WHEELS ALWAYS HEAD THE PROCESSION.
DO YOU WANT TO BE UP TO DATE ?

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

TUBE MAKING AT HARTFORD.

Little does the happy rider who scorches at breakneck speed over good roads and bad, on his featherweight machine, realize, as he tears along, the work that has to be done to keep his body and soul together. A break and he may be hurled into eternity, and yet he flies along with all the confidence in the world that his twenty-pound machine will carry him safely, not only on one trip but on many. He does not stop to think, after he grumblingly pays what he calls an exorbitant price for his wheel, that he has paid for the study of years and years of the brightest minds in the mechanical world; that he has paid for machines that cost many thousands of dollars each; that he has paid for the bread of many a worthy, though smutty, mechanic, not to mention what must be paid for the brains that engineer the commercial and financial operations of the big concern from whose agent he bought his bicycle; nor the work of that agent or that of the men who produce the paper in which he first read of his bicycle. Surely if he stopped to think of all this he would not grumble at the price he is called on to pay, nor hesitate between taking the best and highest-priced machine and one into whose construction there enters less of value. At the very worst he has a bargain—the greatest that he ever had.

This may seem a long prologue to the description of how the tubing in bicycles is made, but when the description is read through we believe that the indulgent reader will admit that it is deserving of a far better written and much longer introduction. The present description will deal with the manner of making what is technically called cold-drawn, weldless, steel tubing, in the tube factory of the Pope Mfg. Co., at Hartford, Conn.

The tube as it first comes to the factory is in the shape of great sheets of steel, twelve gauge in thickness. The sheets are stamped out into disks twelve inches in diameter. No matter what size or gauge of tubing is to be made, the size and gauge of the disks are the same. After the disks are stamped out they are annealed and then put into a hydraulic press, which presses them into the shape of a very shallow bowl. Then the annealing process is repeated and the piece of metal goes through a hydraulic press a second time and is made into a bowl of greater depth but smaller diameter. This operation is repeated *twelve times* until the disk has assumed the shape of a cylinder some thirty inches long and two and three-eighths inches in diameter. After each of the twelve times in the hydraulic press the metal is annealed, but in all the twelve processes its gauge and thickness has remained the same, and the superficial area the same, of course. When the metal has undergone all these processes it is ready to be drawn, after the end of the cylinder has been sawed off.

The hydraulic presses for drawing the tube are simple but ingenious machines. Each one consists of a cylinder some twenty-five feet long and fifteen or eighteen inches in diameter, with a piston that works in it very like the piston of a locomotive. The piston extends into a trough twice the length of the cylinder, in the middle of which—at the extreme reach of the piston—is a device for holding the outer die through which the tube is drawn. This outer die is nothing more than a flat block of steel with a hole in it, slightly less in diameter than the outside diameter of the tube that is to pass through it. Of course it must be very carefully tempered. The inner die is fast to the end of a long bar of steel, the other end of which passes through the farther end of the trough and is fitted with bolts so that it can be slipped back and forth, but can not come more than flush with the edge of the outer die next the cylinder. When the dies are flush with each other the space between them is just a little less than the thickness of the tube that is to go through it. After the end of a piece of tube that is to be drawn has been swaged down sufficiently to permit it to pass through the outer die, it is slid over the inner die, and the small end is thrust through the outer die and fastened in a clutch on the end of the piston. The bar to which the inner die is fastened is pushed as far into the tube as possible, and the water is turned on and the piston slowly draws the tube between the two dies, the outer one decreasing its diameter, and the inner and outer ones together reducing its gauge.

The tube has to pass through this operation a varying number of times, according to its size or gauge when finished, but after each operation it has to be annealed the same as after each of the cupping processes described above.

This annealing process is not a simple one. The metal, in whatever shape it may be, is put into a huge crucible in the shape of a cylinder, large enough in diameter to admit the twelve-inch disks or twenty-four-foot lengths of tubing. After the crucible has been filled its ends are hermetically sealed. The inside, however, is connected by metal and rubber tubes with great reservoirs of gas, which, being chemically united with the metal by the heat, give the tube its peculiar toughness. Just what the compo-

sition of the gas is, is a secret which the company values too highly to sell for any price. The crucibles remain in the furnace no less than three hours each time. Thus it will be seen that when the process of annealing has to be performed from twenty to thirty times on each piece of tube before it is complete, the manufacture of the latter is no easy or rapid work.

As stated above, it does not matter what gauge or size of tube is to be made the same sized piece of metal is used to start with. Thus it will readily be seen that the completed tubes will vary in length according to their size and gauge. One disk twelve inches in diameter and twelve gauge in thickness will make a piece of twenty-two-gauge tubing five-eighths of an inch in diameter and twenty-five feet long—or about enough to build one bicycle. But this one piece of metal has undergone about sixty operations and has been handled three times sixty times, and is even then only the rough material, figuratively speaking, from which the completed bicycle is to be made. Of course not a little of the original metal is wasted in the various operations.

And still they say that bicycles cost too much.

TIRE GUARANTEES.

The makers of pneumatic tires are giving very broad guarantees this year. Nearly if not all of them repair tires gratis and will make good any tires that are defective. For the benefit of our readers we give the guarantees of some of the leading tire makers:

Palmer Pneumatic Tire Co.: We guarantee the Palmer tire against defects in material and workmanship. We will repair free of charge every tire that can be repaired, no matter how the injury may have been caused,

if delivered at Akron, Ohio, New York City, or Chicago, as directed by us. We will replace all tires that can not be repaired, provided they are defective in material and workmanship. We will not, however, replace or credit tires that are so seriously injured that they can not be repaired, and which have given out from no cause for which we are responsible.

American Dunlop Tire Co.: The Dunlop detachable tire is guaranteed against all defects of workmanship, materials, or design for one year from date of purchase from us, provided that the alleged defective tire be sent to us, prepaid, for inspection. If found to be faulty, the defect will be made good by adequate repairs, or replacement of the part at fault. The proviso that the alleged defective tire must first be submitted to us for inspection is a very reasonable one; in fact, it is unusual even in the bicycle business to replace defective parts before they are returned to the manufacturer for inspection. In order to facilitate repairs or replacements, we have frequently waived this protection to our own interests, but our experience has taught us that such liberality will be taken

advantage of by many unscrupulous persons and simply whets their appetite for more. We will not make good, damage arising from any of the following causes: 1. Riding tires deflated. 2. Exposing tires to the action of oil. 3. Detaching tires by the use of tools. 4. Excessive brake action or friction with parts of machine. 5. Defective wheel building. All of these causes come under the head of unfair treatment. Punctures, of course, are accidental and as they do not arise from any defect in the tire, are not guaranteed against.

Eastern Rubber Mfg. Co.: We hereby warrant our Climax pneumatic tires to be made of the finest grade of Para rubber in the best possible manner. We will repair or replace any Climax pneumatic tires which burst or become defective from imperfections in material or construction while under reasonable use and care, during one year from date of purchase. We will repair any of these tires which are punctured in any way during the same period, free from charge, unless they have been worn out in service or injured by a severe accident.

New York Belting & Packing Co.: We guarantee our tires to be perfect in material and manufacture and will replace them or any of their parts which upon examination by us prove to be defective. Tires that are worn out or are rendered unserviceable by accident or misuse will not be replaced. Tires of our make that are punctured during the period of the guarantee, will, if expressed direct to us, charges prepaid, be repaired free of cost providing repairing will make them serviceable. No tires will be received unless freight is prepaid but such charges will be refunded where tires come under the guarantee.

Last year cycling was almost unknown in Madagascar; now there are forty-seven bicycles of different kinds in the country.

A three-mile race will be run at Longchamps, Paris, by Valere—with his double traction machine fitted with hand levers and pedals—and Jules Dubois on a safety.

Members of the Buffalo Ramblers made 109 centuries last year.

"CATCHY"

WELL YES RATHER
BUT NOTHING
TO COMPARE WITH
— OUR —
NET CASH
PRICES
ON —

\$ECURITY BICYCLES

THEY WILL MAKE YOU WISH
THAT YOU HAD KNOWN US BE4

BETTER WRITE
\$ SIEG & WALPOLE MFG CO
285A WABASH AVE CHICAGO



Trade News from Quakertown,

PHILADELPHIA, PA., Feb. 19.—The handsome store of the Overman Wheel Co., at 835 Arch street, will be the scene of a big reception on Washington's Birthday, February 22. Personal invitations have been sent to several thousand Victor riders as well as members and wheelmen generally in Philadelphia and vicinity. The entire building will be thrown open for inspection, and refreshments will be served.

The Bridgeport cyclometer has become very popular in this city, and because of its popular price is having a large sale.

Wm. Trafford, the well-known Oxford street dealer, has placed another catch of a bicycle thief to his credit. It was a Warwick this time, which had been brought to him for repairs. Mr. Trafford had three machines stolen last year and caught two of the thieves, one of whom received eighteen months in the penitentiary.

Abe Powell, the official handicapper of the Pennsylvania division, will shortly take charge of a local branch for the Derby Cycle Co. The Derby wheel will be handled exclusively and Mr. Powell will no doubt receive earnest support from Philadelphia wheelmen.

M. J. Bailey, an old-time wheelman of this city, is now to be found at the Union Cycle Mfg. Co.'s Philadelphia store on South Penn square. Mr. Bailey has had long experience as a salesman in other lines and his many friends wish him success in the new field.

At the present time there are eight high-grade wheels in this city that seem to be popular and are having a large sale. There were only two popular mounts here two years ago but the cycle show seems to have pushed the merits of the other six to the front.

The local trade association, which at first was thought a sure thing, now seems to have been dropped, and until some good head takes hold of and attempts to form an organization for the perpetuation of the cycle show, the matter will remain in the balance.

A. Kennedy Child, of the Curtis-Child Mfg. Co., was in Boston last week looking after the interests of his firm. The firm at present offer one of their new steel saddles, weighing only fourteen ounces, and listed at \$5, for \$1.

H. D. LeCato, the head of the Pennsylvania Bicycle Co., has been confined to his bed for the past week suffering with the grip.

WANTED.

First-class nickel-plater for bicycle work in an eastern factory. Must be a sober man and able to give references.

Apply, Class B, THE BEARINGS.

THE
Temple Special

NEWEST AND BEST MODEL.



Ralph Temple Cycle Works,
158 22d St., Chicago.

Mention The Bearings

SADDLES. LAMPS. TOOL BAGS.

WE ARE MANUFACTURERS OF

SADDLES—new styles—comfortable.

TOOL BAGS—an assorted line of novelties.

LAMPS—best and cheapest made.

PUMPS—rapid inflating—most effective.

We are prepared to send samples to manufacturers and dealers and can quote unheard-of prices. We want your business, if quality and prices can get it. Correspondence solicited.

GORMULLY & JEFFERY MFG. CO.

222-228 N. Franklin Street, CHICAGO.

Mention The Bearings.

TRADE GOSSIP.

The "income tax" has no terror to the Punctureless Tire Armor Co.

Roger B. McMullen & Co.'s factory has been running twenty-two hours a day since November 1.

C. J. Smith's Sons & Co., of Milwaukee, have several new ideas in metal rims which they are working on.

E. B. Parker will be on the road for the Pennsylvania Cycle Co. immediately after the close of the Philadelphia show.

The H. T. Conde Implement Co., of Indianapolis, have taken the state agency for the Eclipse and have already placed a large order.

The Kalamazoo Luggage Carrier Co. are receiving enough orders to keep them busy eighteen hours a day. They have many new specialties.

The Knight Cycle Co., of St. Louis, will make a seventeen-pound racer, twenty-two and twenty-seven pound road racers, and a thirty-two-pound full roadster.

E. D. Loane, Jr., has opened a store in Baltimore, for the sale of the Spalding. He proposes to make a bid for the bicycle business. He is located at Baltimore and Hanover streets.

The Marion Cycle Co., of Marion, Ind., are making a decided success with their wood rims. Evidently the rims must have merit, for the above company are closing with some of the best people in the trade.

Frank Bowden, of the Raleigh Cycle Co., writes that August Lehr, the German champion, has not turned professional. He has taken the Raleigh agency for Germany and Switzerland, and will train with Wheeler at Paris.

Ralph Temple's Chicago office and salesroom is beginning to look like itself again. The fire sale has about depleted a large stock, and the machines that are left to be sold are '94 goods soiled by the smoke that filled the rooms.

Palmer Tire Ltd. shares are not for sale in England and can not be speculated with in the market. No shareholder can sell without the unanimous consent of all the others. The action is voluntary and done to keep out of speculation.

The results of the Philadelphia show were brought to the attention of the Gormully & Jeffery Mfg. Co. very forcibly the past week, when an order was received from the Philadelphia agents for over a carload of wheels and another of sundries and parts.

One of the neatest business cards that we have yet seen is the one that F. S. Dickinson, of the Munger Cycle Co., is giving away. On a handsome

piece of cardboard is printed, "Finer than." Pasted onto the card is a piece of silk with the Munger monogram. The idea which it is intended to convey by this card is that the Munger is finer than silk.

At the recent New York show a Wynnewood B., No. 4,971, one of A. M. Scheffey & Co.'s popular machines, was stolen. So far all efforts to find this machine have been futile. As a rule thieves take only the best, and Scheffey & Co. doubtless think the theft was a compliment to their line of machine. The Garden company promptly paid for the wheel.

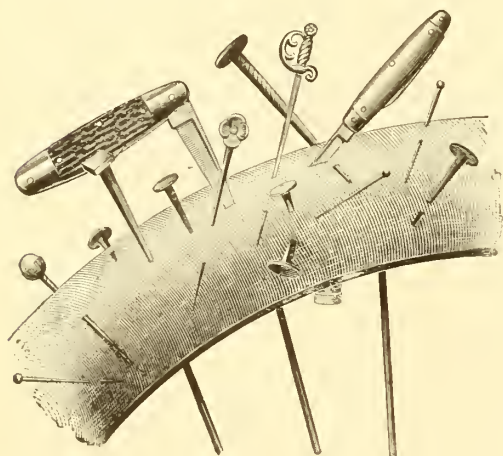
The W. W. Whitten Cycle Mfg. Co., of Providence, R. I., aim to supply the trade with everything required in the bicycle construction and repair, so that the manufacturer and machinist need have but one account, thus insuring to them a saving of time and expense in procuring supplies. The firm is doing a large and lucrative business and is manufacturing a fine line of light wheels called the Reindeer, which are popular with local men.

Rouse, Hazard & Co., Peoria, Ill., who have had an exceedingly large number of inquiries for their bicycle agency, have already closed a goodly number of contracts and are increasing the number daily. Agents in their territory are highly elated and at once become enthusiastic when they learn they can have the exclusive agency for Western Wheel Works cycles and their other lines, which have been so popular and satisfactory in the past.

W. A. Butler, successor to Reuben Wood's Sons, Syracuse, has just completed a new business block which will run through from South Salina (the main business street) to Clinton street, giving a large frontage on South Salina street, a depth of 264 feet, and six floors for display and sale of stock. The business in both its wholesale and retail branches, including bicycles, fishing tackle, gymnasium, and sporting goods, will be continued by Mr. Butler.

Walter Perrett, brother of the only W. Montague, is now in the employ of the Pennsylvania Cycle Co., having entire charge of the store of that concern on Arch street. Walter was induced to enter the bicycle business by his brother, who, having himself succeeded so well, is convinced that any man can succeed with perseverance and hard work. The Perrett brothers, we are told, are in the same class of hustlers and Walter's success is already assured.

F. S. Dickinson, of the Munger Cycle Co., was in Chicago last week and closed the Chicago agency for this wheel with the Sieg & Walpole Co., 285 A Wabash avenue. Dickinson reports prospects very bright for a great season with his firm. Munger is receiving many flattering words for his latest wheel and is kept busy at the factory all the time overseeing the work and running the forces full blast to keep up with the orders. Dickinson closed the Milwaukee agency with T. L. Payne & Co., 87 Wisconsin street.



Pull out the Tack and Ride Home.

Riders who use our
SELF-SEALING AIR TUBE
never walk.

Closes punctures made by pins, tacks, and nails as demonstrated to the trade and public at New York and Philadelphia.

No *unvulcanized rubber* used in its construction, its self-sealing properties will be permanent because it is mechanically and properly made.

Supplied to makers, dealers, or riders in our tires or separately.

We also make Road Tires weighing 2½ and 3½ lbs. Saves two to three pounds over any other make. Send for list and prices.

New York Tire Co., 97 Bank St., NEW YORK.

Mention The Bearings

THE BEARINGS

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No 5

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, MARCH 2, 1894.

AFTERMATH OF THE ASSEMBLY.

Luscomb Given a Hilarious Welcome Upon His Arrival Home—Denver Receives her Delegates—Investigating at Louisville.

NEW YORK, Feb. 26.—Fully 250 members and guests of the Long Island Wheelmen assembled in their clubhouse last Saturday evening to welcome home their president, now the president of the League. The club has long been known as the fossils but they dispelled the idea that the name was a fitting one. They are certainly guilty of being men but men old enough to be sensible and young enough to be jolly good fellows when the occasion demands. Last Saturday night was such an occasion and "The Fossils" were hilariously jolly from 8:30 in the evening till the "wee sma' hours."

Luscomb Seemed Happy—

not exuberantly so, but calmly happy and contented. On his face could be plainly read the word "vindicated." His response to the speech of welcome was a masterly effort. He gave a resume of the work of the League and the plans for the ensuing year and the work that was being done in the cause of good roads. In explaining why every wheelman should become a League member he propounded this question: "What would you think of a man who would go out with his friends and allow them to treat him, say a dozen times, without responding a single time? He is like the wheelman who lets his neighbors pay money into the League treasury, to fight for better roads, wheelmen's rights and privileges obtained, and then says: 'Why should I join? All this good work will go on without my money.'"

It was a Palpable Hit

on some of the members of the club who joined for the social privileges that it affords. It was probably the direct means of getting at least a dozen new members for the League. The speech was enlivened by a number of good stories. When he sat down he was given a cheer that threatened the roof of the clubhouse.

Luscomb was followed by Howard E. Raymond who had some good stories to tell of experience at Louisville. After he had done refreshments were served; a really good orchestra discoursed popular airs and the members enjoyed themselves till a late hour. Never did "The Fossils" appear to better advantage.

Investigating the Three-Dollar Coon.

LOUISVILLE, KY., Feb. 26.—The board of public safety had the sporting editor of the *Evening Post* up for examination last Thursday, to try to get some information in regard to the story published in another local paper about chicken fights, dog fights, and a prize fight at Denny McAuliffe's place last Monday night. The newspaper man was not present at the fight, and any testimony he might have given—but did not give—would not have been competent. Every policeman in that district was examined, but none of them was aware that anything of the kind had taken place. The board then issued an order that any officer on whose beat cock-fighting and prize fighting took place, would be held personally responsible in the future.

Several of the visitors attending the Assembly, who had never been so far south before, came here expecting to find flowers in bloom out in the open air. A few expected to find oranges growing here also. One eastern delegate asked if Mammoth Cave was not near Lexington. Another came provided with a large revolver and expressed great surprise that he had not seen a number of the typical Kentuckians walking around with several revolvers sticking out of their pockets and a large bottle of whisky protruding out of another. These are actual facts and names can be given if necessary.

The Kentucky division's annual meet will be held at Owensboro this year. The members living in Covington are making great efforts to get the Louisville members to join them on the proposed steamer excursion to the meet. This trip is made under the auspices of the Covington people who make the great mistake in supposing that the Louisville people will pay the same amount for the trip as the Covington people, when the latter spend two days longer on the trip than the former. If the managers will see the great injustice of this proceeding and see that the rate is made in proportion to the time and distance they will be favored with a crowd that will make the trip a memorable one. If they do not they will not be joined here by any except those who have some axes to grind, or

want the Covingtons to help them through with some pet schemes.

Zimmerman was very much infatuated with Louisville and remained here until Friday. Although the pace was pretty rapid he was just as able as during the racing season to come in just ahead of the rest with that well-known smile on his face.

A party of delegates consisting of W. C. Noach, Eugene Bressler, and W. E. Metzger, of Detroit; S. L. Ghaster and A. E. Mergenthaler, of Ohio; H. J. Taggart, of Manchester, N. H., with G. M. Allison, W. L. Verhoeff, and Frank Prag, of Louisville, spent several days at Mammoth Cave after the adjournment of the Assembly. At a point where the two roads branch in the cave the party established what is to be known as the L. A. W. monument. A boulder about four feet square was placed on the cards of the gentlemen present in a secluded corner. Ed. Bishop, one of the guides who had the wheelmen in tow, promised that no one in future would be allowed to visit the monument unless they were members of the L. A. W. The trip was a most enjoyable one and it is to be regretted that more of the wheelmen did not make the trip.

Denver Welcomes her Delegates.

DENVER, COLO., Feb. 25.—Long before the train bearing Louis Block, J. A. McGuire, George L. McCarthy, and C. A. Rivers was expected the crowd began to gather at the Union depot today. Promptly at 1:30 p. m. the train rolled into the depot. On the rear end of the train was a canvas sign that could be read a mile away, reading, "L. A. W. Meet, Denver, '94." The crowd cheered as the four representatives of Denver who won the fight at Louisville stepped out onto the platform, and some of the more enthusiastic wheelmen wanted to hoist the heroes on their shoulders. After the tumult had subsided somewhat Mayor VanHorn made a neat little speech, and then the reception committee, composed of the officers of the National Guard Cycle Corps, stepped up and led the way to the carriage. Headed by the First Infantry Band and the cycle corps the parade through the city was started. There must have been over 200 riders in line. In a carriage drawn by white horses sat the four delegates, who were the center of attraction and who, after the parade, were carried off by their friends to again tell how they won the fight, how they turned the tables on Asbury Park at the theater, and what great odds they had to overcome to bring the meet to the Queen City of the Plains.

Why Boston Withdrew.

How surprised the assembly was, to be sure, when all of the Massachusetts delegation remained quiet, and did not vote a single ballot on the meet question.

It was the finale of as clever a political deal as was ever put up and agreed to by both sides.

Boston came to the assembly meeting not really wholly prepared to ask for the meet of 1894 in whole-heartedness. There were some Massachusetts delegates opposed to it, not on the ground of personal knowledge or opinion, but because they felt sure Boston was never in it from the start, and that in asking for it they became the laughing stock of the whole assembly, and rightfully marked as "hogs"—wanting the second vice-presidency and the meet too. The dissenting delegates merely thought that to push the thing would be to run their heads against a stone wall and attempt an impossibility. This they knew would hurt Massachusetts more than could be estimated, and they said so pretty freely on the train coming down, only to be called down for it by the more enthusiastic A. C. C. men of Boston.

Still, let it be understood that these men could have voted for Boston in the assembly to a man, if the question had been put before the meeting. They would be loyal to the old Bay State and vote for her, even if they thought it was not doing her the most good possible, rather than appear to the other divisions as disloyal. Well, they got to Louisville Sunday noon, and the first thing that greeted their astonished eyes was a huge banner strung diagonally across the hotel office, which had the legend on it, "L. A. W. Meet, Denver, 1894." This was one pretty good evidence that the western hustlers knew their business. The next thing Boston saw was a group of men from Jersey wearing those brilliant yellow badges calling for the meet for Asbury Park. This looked like Asbury Park, and a heap of work going on there. But it was reserved for their hungry stomachs to receive the greatest shock.

Having traveled for thirty-eight hours their stomachs craved the cultured rest and civilized peace of a dining-room anchored fast to earth. Imagine, then, the surprise of the Boston delegation when they sauntered up for a good dinner, to see a room decked with Denver colors and arrayed with Denver pictures, redolent of Denver cigars, and sweet with the suggested odor of Denver punch. This was interesting. So was Asbury Park's little room, a few doors further along, with its brilliant colors, its punch, its pictures, its cigars, its piano, and its Zimmerman. This looked like business. Here were these two places spending money, and working like fiends to get the meet. Boston didn't have any punch, not a cigar, not a picture, not a badge, not even a room. An oppressive silence fell over the heretofore enthusiastic Boston delegates. They didn't talk quite so much about it. And all that Sunday afternoon, as they saw how things were going, they got glummer and glummer till their glumness terminated in a caucus held Sunday night about 7 o'clock. Here it was freely acknowledged that Boston was out of it, and that it would be the worst possible policy to go into the assembly and suffer sure defeat, which was the only thing they could see. So this deal was broached. Pledge withdrawn. As to Denver and Asbury Park, pledge absolute neutrality, and the withholding of the Massachusetts votes on the meet question. Demand from both Asbury Park and Denver their support next year, no matter who is defeated. Present the petition for 1894 with the date changed to 1895, and get a vote of the assembly that it is its sense that Boston has the meet in 1895. This would give Boston a chance to withdraw gracefully from what they thought was a bad position, and would strengthen their position for 1895 immensely. Each member of the delegation pledged not to vote, and it is a fact that with this single instance left out, Massachusetts went into the assembly absolutely unpledged in any way upon any question. Denver finally consented, after some arguing, and Asbury Park fell into line.

Howard and the Head Waiter.

There is one head waiter in Cincinnati who is after Charlie Howard, of the Massachusetts division, with a gun. The eastern men got into Porkopolis at 10 o'clock, and had not seen a morsel of food for sixteen hours.

They made a break for the dining-room. They had twenty-five minutes in which to eat. There were just four waiters for the crowd, and a ceremonious head waiter, who had a most fascinating way of shaking his hand at the impatient delegates. Now it wasn't Charlie Howard's scheme to have the crowd get breakfast in the dining-room. He simply wanted to get them together. He knew his business and after they were all seated and heaping anathemas on the head of the waiters, and after one table had been served with oranges, he slid into the room and softly whispered, as if to the empty air, that a good breakfast could be obtained on the train, and that there would be plenty of time to eat. You should have seen the stampede. It was instant and irresistible. Oranges, all were forgotten. Down the platform they rushed. The head waiter looked after them in impotent fury, and made a few remarks about the manager of the party, alias Charlie Howard.

The Washington-Denver Relay.

During the closing hours of the assembly there was planned a relay ride that will eclipse anything else of the kind ever attempted. It is a ride from Washington, the capital of the country, to Denver, transmitting a message from President Cleveland to the mayor of Denver. It is planned to have each division manage the ride through its territory, the division racing board having charge of the ride in the state in which it is elected. In one way this ride might be improved upon and that would be by requesting of the Century Road Club of America to participate in an official capacity. The Century Road Club has a relay ride that is due the public—the one promised from New York to Chicago—and could no doubt be easily induced to assist the L. A. W. in this latest ride. The Century Road Club will no doubt hold its first meeting the coming season in Denver, as the constitution and by-laws provides that the annual meeting should be held in conjunction with the annual L. A. W. meet. For the two great organizations to affiliate in the running of such a ride would certainly add to the interest.

Denver's Plucky Fight.

The Denver delegation went home by the way of Indianapolis and St. Louis, expecting to be home by last Saturday night. Anxious Denverites telegraphed to several cities to find the party, as a reception had been arranged for Saturday evening including brass bands and a banquet for the men who had fought so nobly in the cause of that city in the Assembly, outside and in. It was a noble fight and well won. Even the east admitted this, as the Asbury Parkites had no less than a score of workers. The western men went into the fight with a vim so characteristic of that far western country and won a good fight on the merits and not by a lot of trading such as was attempted and failed with the opposition. They return home to at once begin the fight for the cause—the fight for a rate—in which alone rests the success of the meet. With a low rate there may be expected many thousands at the Queen City of the West where with a high rate there will be but a few hundreds. Denver and its citizens must appreciate this fact and the sooner the better. It was the possible low rate, the rate that is promised, that won the day at the assembly and will again win when the time comes to start for that city.

The "Monon" all Right.

J. O. Blake escorted the Chicago and western party to Louisville and returned on Sunday night, his business preventing his staying longer. The Monon road, thanks to Mr. Blake's good work and to the fact that the road is one of the best friends the wheelmen have in railroad circles, provided the delegation with a special car, the finest on the line, and took especial

good care that every thing was first-class, even to the extent of placing two porters in the car where one is usually employed. The Monon, it will be remembered, was the road that refused to come in with the other western and southern lines when an attempt was made to place a charge for carrying bicycles as baggage, during the World's Fair. It not only refused to place the charge, but said that it would order its baggage master and station masters to give to the carriage of wheels especial care. This action can not help but be appreciated by the wheelmen and the care taken of the party of last Saturday night is quite in line with the general policy of the road as regards wheeling traffic.

The Two-Hundred-Mile Clause.

When the eastern delegation was told of the amendment which Chairman Raymond proposed to add to the clause regarding Class A, providing that the men of Class A should not be allowed to travel over two hundred miles from home to race without a special sanction, and when they had done so should be required to file a sworn affidavit of expenses with the Board stating where such expenses were obtained, or rather the money to pay them, they at once declared in favor of the rule or at least a number did. This rule was compiled to bar out the manufacturers whom, it was reported, would put men in the amateur class as they had done in the old days. It was a brainy move.

Dan Canary is Thankful.

"Yes sir," said Dan Canary, "I feel the manner in which my friends in the Assembly accepted my application for reinstatement was a great compliment, and I am thankful for the honor bestowed upon me. I never thought of such a thing until I started with the party for the south and the entire thing has been done so rapidly that I can hardly appreciate the fact that I am now a lilly white. I assure you that I am now out of the field in the trick-riding line and will never be seen before the public again."

Denver's Cigars.

Denver passed out with a free hand a special brand of cigars, the box being labeled, "Denver for '94." Photos of interesting points in the vicinity of that city were also given out, on the back of these being the invitations of the Board of Trade, Real Estate Board, and several others of the representative industrial organizations of the city, together with a cordial invitation from the mayor of Denver. Neat little badges were also distributed and these were generally worn by the western men, although a number, a la the badge fiend, wore both. The Asbury Park badge was a larger one of old gold and printed in black, "Asbury Park, '94."

Watts and the Chief.

W. W. Watts went to the chief of police to tell him that he was going to entertain the visiting wheelmen. Said he, "Mr. Chief, there are a number of wheelmen coming to this city to a convention and we want to entertain them in a fitting style." The chief kept right on writing and Mr. Watts continued to the effect that the wheelmen would like to have the police notified of the fact that they might steer clear of the visitors. The chief kept on at his work and Mr. Watts waited for a reply which he got in a rather terse manner: "What do you want to come to me with such a subject for, go to my secretary," which interpreted meant, of course, that whatever the wheelmen chose to do was all right.

Alabama's Boy Wonder.

Chief Consul Harris, of the Alabama division, brought to the meeting the boy wonder of Birmingham, Ped Hickman, a lad so small that he did not have to pay fare coming or going. Hickman is but fourteen years of age but has a record that would be a credit to many men. He has ridden in a number of road races in his home city and won out over men who are older by many years. In a team race, Birmingham against Atlanta, he was put in as a substitute and won every lap. He is being well cared for and in some future time will surprise the world if his percentage of increase of speed is as great as it has been for the past few years.

Denver's Atmosphere.

The delegates from Denver laughed at the report that the atmosphere of that city would prevent the riders from taking part in the races if held at that point. Dan Canary says that the climate has no effect on a rider until he has been there for a week or ten days. When a visitor begins to become acclimated then the effects are felt.

Perrett's Appointment.

W. M. Perrett has been requested to officiate as clerk of the course at the national meet. As Perrett was one of the hardest workers for Asbury Park at the assembly, he feels quite complimented over his selection. An abler man for the position could not be obtained.

The Kentucky Cocktail.

Many of the delegates had never appreciated the value of a cocktail as an appetizer before breakfast until reaching Louisville. Some of them lost a good thing the first day or two by refusing the offer when brought early in the morning and figuratively kicked themselves when finally, at the solicitation of their friends, they consented to try, just once, this southern habit.

The Three-Dollar Coon.

"Alas-alack-a-day," the barn back of Jeffersonville is being investigated. "But what's that to do with the three-dollar coon," says Porter.

It was proposed at the Assembly, after the reinstatement of Dan Canary and Andy McGarrett, that a race be promoted between Canary, McGarrett, and George Hendee, who was a proamateur in the old days. This would be very interesting.

HOME, SWEET HOME.

The Massachusetts Delegation Reaches Boston after Half a Week's Trip on the Cars—Robinson Appointed to the Racing Board.

BOSTON, MASS., Feb. 24.—Well, the National Assembly of 1894 is a thing of the past, a dream, a memory, anything you may call it. The Massachusetts delegation got home at last after several long waits and after they had begun to think that, for devious ways, the B. & O. took the cake. It was a great trip, but there is one thing certain and that is if Massachusetts has any pull in the future, the National Assembly will not be

held in the jumping-off place. In the first place, it costs too much money and it takes too long. Of the seven days the delegation was away from home, it was on the cars just four days. And wasn't it fun going over some of those adorable curves in the mountains! One man stood on the back platform and in the intervals of his conversation with the engineer in the cab, he counted the ties on the track and—wished he hadn't come. But after all it was a beautiful ride over the hills in the moonlight, and, safe to say, there was not one single

delegate who was real sorry he went. Never before has the Massachusetts delegation left the Assembly with such satisfaction to itself and such good feeling from all as this year. It got the second vice-presidency which means membership on the executive committee, a thing to be desired since Massachusetts represents such a large per cent of the membership. And it got a member of the national racing board, of which more a little further on. This was a move in the right direction. It also got a pretty good pledge from other divisions of support for the national meet in 1895.

It left the Assembly with good feeling on all hands and with a majority of the divisions kindly disposed to it. This augurs well for the division and its membership. Massachusetts seems to be getting what she has so long deserved—recognition at the hands of the national body and some of the plums of the National Assembly.

Concerning the deals which gave the meet to Denver and by which Massachusetts kept quiet, much might be written, but it would not be kind to write it all. Asbury Park's action in asking for the meet for 1895 through Mr. Parsons may have been a fluke. It was the agreement to keep quiet on the question, no matter who won the day. This was the agreement of Denver and Asbury Park. Holmes, of New Jersey, made the deal for his people and after Parsons' speech said that Mr. Parsons did not understand the matter and asked for the meet without any authority. Mr. Parsons himself said that he did not so understand any such arrangement from Mr. Holmes. When this was stated, the delegates from the old Bay State were inclined to look on the matter as a misunderstanding, but when the figures on the badges were changed from 1894 to 1895, it looked as if they were going to have a try at it anyway. It was a questionable thing if this is true. Still, I can not believe that it is true though, and that Asbury Park deliberately means to break faith with Massachusetts on that score. If she does, let her beware. If she does not, let her keep silent and severely so. Mr. Perkins taught Mr. Post one lesson by refusing to fall into line with his little lordship's wishes, and stood up in his boots and told Mr. Post that he was not there to pledge the vote of Massachusetts, New England, or any other section.

Robinson on the Racing Track.

The first appointment on the Racing Board after that of Chairman Raymond, was that of Henry W. Robinson, of Massachusetts. This is right, and the right man in the right place. Massachusetts represents more racing men than any other division in the organization, and she should have a member of the Racing Board. The Miller-Worcester incident of last summer showed plainly the need of a man with a great deal of backbone, and a great deal more common sense. These two qualities Mr. Robinson possesses, and to say that his appointment will please local racers and race promoters in this state and section is to say the truth. Mr. Robinson is a member of the Charlestown Rovers Cycle Club, which he, together with a handful of cycle riders, formed in the spring of 1886. He had commenced riding the year previous, making his debut in the wheeling world on a Star, which he rode for three years. Then he came down to a safety, never having bestridden a g. o. o. In this club Mr. Robinson was the first secretary, and has held every office in its gift with the exception of vice-president. He is a member of that distinguished and ancient company, the Boston Bicycle Club, and is also a member of the Boston Athletic Club. For five years he has been a member of the Massachusetts board of officers, has been chairman of the touring committee, and for three years now has been chairman of the division racing board, which position he has filled with great intelli-

gence and success. He has refereed every meet held at Waltham, and his rulings there have been of the very best. Everything that could be done to insure to the public good and fast racing, he has done. He has always taken advantage of all the prerogatives of a referee, and has won by this course the respect of the racing men. In no sense are they afraid of him, or do they find fault with his rulings, but they do obey him and they know, when they find that he is to referee a race meet, that they will have to ride the best there is in them, or go away without their prizes. In short, he is a model race-meet officer, and will surely make a model member of the racing board.

The Negro Question.

The negro question has already antagonized some of the stiffest of the northern men. The secretary has received several resignations on the ground that they do not wish to belong to anything that draws the color line. And Bob Teamoh, the only colored member of the Massachusetts House of Representatives, has introduced into the house a resolution which is as follows: "Whereas the National League of American Wheelmen at their convention in Louisville, Ky., on February 20, in the present year, voted to exclude colored persons from membership in said organization, which exclusion affects the members of the organization resident in Massachusetts; resolved, that the General Court deprecates the action of the organization above referred to, and regards the enforcement of discrimination of this character as a revival of baseless and obsolete prejudice." This has been sent to the senate, but as it requires a suspension of the rules in both houses to pass a resolution of censure, it is extremely probable that this will not go.

Another Boston Track.

They are talking now of another Boston track, this time to be in the heart of the city on the vacant lot where the circus allures the small boy in midsummer. The ground is owned by the West End Street Railway company, and is always idle, with the exception of the few days when the circus occupies it. The corporation is the most wealthy in the city and wants to turn some more cash into its already plethoric coffers, it seems. This story is printed a Boston daily, but in such a style, with such a marked absence of real hard facts, that it is looked askance at by nearly everybody who knows anything about the cycling sport in Boston.

Less than half an hour of the reappointment of Chairman Raymond of the racing board, Boston A. C. C. had sanction for the spring division meet at Waltham, May 30. That is what may be called hustling in pretty good style. Chairman Raymond himself has accepted an invitation to referee the races at that time, and the judges will be second Vice-President George A. Perkins, Secretary Abbott Bassett, and Vice-Consul D. E. Miller, of Springfield.

A. C. C. TO ENTER POLITICS.

The Associated Cycling Clubs of Chicago held a meeting Tuesday evening in the parlors of the Grand Pacific Hotel and decided to enlarge greatly their sphere of usefulness. The first business done was to elect C. G. Sinsabaugh secretary to succeed F. Ed. Spooner. Then Burley B. Ayers, one of the oldest and best known riders in this country, was appointed chairman of a committee on political action, a committee which has been appointed before but has never worked. Mr. Ayers' name at the head is indication that action of a substantial nature will now be taken. His aides are all men with "pulls"—George G. Greenburg, C. E. Salter, H. Percy Walden, and A. W. Roth. These men represent the various sections of the city and all promise to do something of a substantial nature. An effort will be made to carry out that which was started last year—the appointing of wheelmen as street inspectors.

The Pullman road race arrangements were started with a vim which augurs well. A committee of nine men, three from each section of the city, was appointed to look into the matter of courses. The race will probably be held over the old course on account of the name and the associations. It is the sense of the delegates that the dealers and men who put up the prizes would not feel like giving so freely if they were called upon to give for any other course than that of Pullman. If the race is held over the old course there will need be some changes again, but these will be immaterial. This committee, which is also to call upon the park commissioners for the purpose of securing speeding paths in the public parks and to aid the Lake View Club in its efforts on the North Side in the same direction, consists of the following: A. T. Heywood, Calumet Cycling Club; Wm. Herrick, Lincoln Cycling Club; H. M. Gardiner, Lake View Cycling Club; F. D. McGuire, Minnette Club; F. E. Sparks, Illinois Cycling Club; N. W. Christensen, Columbia Wheelmen; C. P. Root and H. P. Walden, Chicago Cycling Club, and G. L. Emerson, Englewood Club. The Lake View Club, through Mr. Gardiner, reported that they were reasonably certain of success in getting a track in Lincoln Park and that in ten days a report would be made, the matter being now before the board.

William Herrick, C. P. Root, G. G. Greenburg, John Siman, and K. F. Peterson were appointed a committee on rules for the Pullman, to report at the next meeting, and F. J. Fanning, Will Herrick, K. F. Peterson, A. T. Heywood, and C. S. Thomas will look after the prizes for the event. To arrange for annual race meet in the circuit this year the following committee was appointed: C. P. Root, J. M. Erwin, and W. J. Parsons. The next meeting will be held March 13 at the same place.

Cycling is making great progress in New Zealand. Tourists in that country have their machine carried free by the railways.



H. W. ROBINSON.

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GEO. K. BARRETT, EDITOR.

SOUTHERNERS, ATTENTION!

Victory is perched on the banner of the south. It was a fair fight and fairly won. There were no threats of secession made by the southern delegates, but a promise was registered that if the fight was won that the south would celebrate the victory by giving to the League a big increase in membership. THE BEARINGS was the only paper north of the Ohio that had the courage of its convictions and came out squarely in favor of the "white" amendment. We were with the south before the battle and we are with them now that the victory is won. There is a war debt to pay, a debt that can be paid only with the united support of the southern wheelmen. As we helped the south to win the fight so we will help her to pay the war debt. Members are wanted. Every League member in the south should send in the application of at least two new members before the first of April. Now is the time to get them. Tell your friends that the wheelmen of the north have recognized the sentiments of the south and that the time is ripe to show their appreciation of it. Ask them, in the words of President Luscomb, what they would think of a man who would go around with a party of friends and allow them to stand treat without ever reciprocating. Ask them if they want to bear the same stigma that is branded on such a man. Tell them how the fight was won and how they can show their appreciation of the victory by becoming members of the greatest athletic organization in the world. On another page of this paper will be found an application blank for membership in the League. It will be found there for some weeks. See that it is used.

AN UNGRACIOUS ATTITUDE.

The attitude of some of the supporters of Asbury's claims for the League meet is far from manly or becoming. Denver, with the odds greatly against her, made a fair but up-hill fight and won in the face of obstacles that would have disheartened a less resolute set of men. Asbury was beaten in a fair fight and should submit gracefully to the defeat. If there were any broken pledges—and there doubtless were—they were not those of Denver and the Denver delegates were in no way to blame for them. But now that it is all over there is all sorts of talk about a tri-state meet at Asbury Park, which is designed to dim the glory of the Denver meet. It has even been proposed that the meet be held on the same day as the National Meet. It is only talk so far and we trust that it will all end in talk. It will be the duty of the officers of the League in case any such thing is attempted to promptly squelch it. The advocates of Asbury Park should not only omit doing anything that will interfere with the success of the Denver meet but should work tooth and nail for its success. They should take the action of the southern delegates, when they were disappointed in getting their pet measure through the Assembly last year, as an example and devote their energies to the good of the League just as earnestly as if they had won. To do this means to make the National Meet as great a success as possible. We

are ashamed of the attitude that some of the eastern delegates have taken, but believe that when the sting of defeat has ceased to smart they will see the error of their ways and walk therein no more.

CLASS B AND THE MANUFACTURERS.

Now for the first time in the history of the League we have the opportunity of seeing how much value the manufacturers of bicycles place on the advertising of their wheels by racing men. Last season and for many seasons before the advertising that was gotten out of the racing men was the sweeter for being stolen fruit. Whether it was any the more valuable on that account it is hard to say. It should not have been if the commercial law of supply and demand governed the case, for any manufacturer who really wanted racing talent found no trouble in getting all that his pocket-book would afford. Now that the acceptance of the manufacturers' money by the racing men is legalized there can be no more reason for deception or for worrying the racing board. Of course one of the first questions that arose was whether the manufacturer would not prefer to have his races won by Class A men, but that class has been hedged in by so many restrictions that it will be dangerous for members of it to listen to the inducements of the manufacturers who want them to violate the rules of their class, and the racing board will be on the alert to prove the new classification a success and will adopt no half-way measures with the Class A man who is guilty of violating the rules. As for the manufacturers, now that the League has granted what their actions have been calling for so loudly, they should be content to let well enough alone and not tamper with the "pures." But time alone will tell the story of what will be.

STRAY SHOTS.

Latest Fiction Out.

The dime-novel writer has got in his fine work and the latest out in that line of fiction is a very thrilling story of Albert Schock's adventures. The novelist starts out by having the "pro" fall in love with the beautiful daughter of his landlady. Then the girl's brother becomes dangerously ill and Schock yells for his trusty wheel and dashes off for the doctor. The two miles to the physician's residence is covered in the remarkable time of seven minutes. Schock brings the doctor back on the step of the wheel and saves the boy's life. This wonderful (?) feat is the talk of the town and our friend Albert is a hero. Of course the story would not be complete without a villain, and so the writer now has him appear. He is in love with the landlady's daughter, and Schock is compelled to knock him down while he is closing negotiations to ride in the six-day race. Our old friend Jack Prince now comes on the scene and the two old "pros" start to ride from New York to Chicago. Thousands and thousands of people come out to bid them God-speed. Villain growls at them and swears vengeance at the "bum bicyclists." He follows them and tries to kill them. The wheelmen have an exciting fight with villain and are compelled to shoot villain's friend and two dogs, a la "Uncle Tom's Cabin." At Syracuse villain chloroforms Schock and abducts him. Faithful friends, headed by Jack Prince, pursue and catch villain just as he is about to throw Schock into a barrel of burning pitch. Then follows the thrilling account of the big race, how villain gets in Schock's way and makes him fall, and how Schock wins the race. Villain disappears, and the curtain falls with Schock hugging the pretty girl and Jack Prince acting the part of the disinterested friend. The author has forgotten one little thing that spoils the whole romance. Schock has been married these many years and has two lusty boys who are almost large enough to ride in a 6-day race themselves.

It Was a Shame.

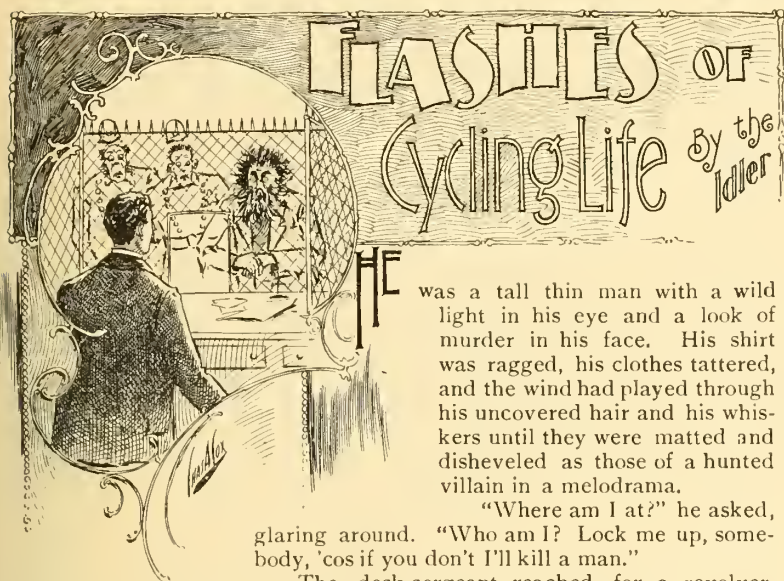
The action of some of the delegates at the late Assembly meeting in hissing A. A. Billingsley, of Illinois, was the very worst of bad taste. Billingsley was speaking for what he thought the best interests of the League and whether he was right or wrong he was entitled to a respectful hearing. Had the delegates who "turned on the gas" been aware of the record that the Illinois man has as an earnest League worker, not only as a gatherer of recruits but in the interest of good roads as well, we do not believe that they would have given vent to their feelings in the way they did.

For a New Organ.

It is probable that before many days more there will be news of a new official League organ. The executive committee have lost no time in getting to work and will hold a meeting to consider the contracts that have been submitted early the coming week. The entire matter may be decided then and if it is the readers of THE BEARINGS will early be notified of the fact.

Hannah & Hogg's Bars.

They were talking of the number of bars that certain of the Century Club members of this city had when Cy Davis chimed in with the information that Hannah & Hogg had at least a dozen bars, and had never, to his knowledge, ridden a century. Hannah & Hogg are the great liquor dealers of Chicago.



HE was a tall thin man with a wild light in his eye and a look of murder in his face. His shirt was ragged, his clothes tattered, and the wind had played through his uncovered hair and his whiskers until they were matted and disheveled as those of a hunted villain in a melodrama.

"Where am I at?" he asked, glaring around. "Who am I? Lock me up, somebody, 'cos if you don't I'll kill a man."

The desk-sergeant reached for a revolver, and the four policemen in the station quietly slipped under the desk.

"Who are you?" asked the sergeant.

"Who am I?" said the man, staring around vacantly. "I am the Emperor of Germany, and I am going to kill a man. I am King Otto of Bavaria. Ha, ha, ha, ha!"

"None o' your guff, here!" exclaimed the sergeant, seizing the unfortunate man by the collar. "Who are you? Are you an anarchist?"

"No."

"Are you a British spy?"

"I am not."

"Maybe you're President Cleveland?"

At this point a well-dressed young man tore into the station.

"Ah, my brother, my long lost brother!" he cried, clasping the lunatic in his arms. "Safe once more."

"What's the matter with him?" asked the sergeant. "Has he been speculating on the Board of Trade or trying to figure out the tariff question?"

"Alas, no!" replied the brother. "He has been trying to invent an absolutely unpuncturable pneumatic tire."

One Great Wheelman.

I have observed in one or two of the English cycling papers a discussion about the possibility of Frank Shorland being declared a professional, or of his having a license refused him.

Now I have never seen Shorland, and I have never exchanged a word with him in any way. But I fancy that he must be to England and Englishmen what Zimmerman is to America and Americans. Our knowledge of Shorland comes from the more or less excellent pictures we have seen of him, and certainly, if his character and manner at all comport with these counterfeit presentments of the man, there can be small blame to British wheelmen for feeling alarmed at any danger which threatens to take from them such a noble specimen of a man.

In the first place Shorland must be a big man. Good nature finds its superlative setting in a great giant of a fellow. We find it quite as much in little men, but we get the perfect effect when heartiness, generosity, and kindness combine with greatness of stature. Shorland is a grand racer, that goes without saying. And these qualities have made him popular beyond description. If Shorland has made a slip that merits decapitation he should be forgiven, for the sake of the sport, and cautioned never to do it again. But he should not be refused a license.

Have a Few Princes Ourselves.

An interesting controversy is just now in progress between Great Britain and "the Continong" as to which side has the most "notables" that ride the wheel.

Of course they will charge us with interfering in a case that does not concern us, but I can not refrain from calling the attention of both sides to a few eminent personages over here who have allied themselves with the cyclists.

In the first place there is Eddie Foy. He rides a wheel, and I'll back him for points against any prince in Europe.

What prince have they got, I ask, who can compare with Marie Jansen? She rides a wheel.

Is there a statesman in all Europe, from Stamboul to Dublin, that can hold a candle to our own and only Henry George?

What parliamentarian can boast the same luxuriant flow of fine cut that pertains to the chin of the immortal Peffer? And who is there among all the royal families of the effete monarchies that will dare put himself up against our own and only "Sockless" Jerry Simpson? Everybody knows that Dr. Mary Walker is a fervent wheelwoman, to say nothing of Maggie Cline, Kate Kane, and Mrs. Lease. And what country in Europe will dare to oppose this stone wall of talent with any puny quartette of female cyclists that all Caucasus can turn up.

I have purposely avoided speaking here of Chauncey Depew, Grover

Cleveland, Alderman Mike Ryan, George Francis Train, and Hoke Smith, for I understand that while these gentlemen have not yet come out in public on wheels, they are only waiting for '94 prices to settle down; and I do not want to lay myself open to the least jot or tittle of unfairness in this controversy.

Johnson and Zimmerman.

John S. Johnson, he of the horse-paced records, recently startled the cycling world by issuing it a challenge in which he avowed himself ready and willing to ride a race with any cyclist, living or dead, for any kind of a prize allowed by the amateur rules. This challenge has set Zimmerman thinking, and if these two fast young men can only prolong their conversation a while Johnson's reputation abroad will be clinched.

As it is, all that is known of Johnny in Europe is that he was claimed to have ridden a mile faster than was thought possible at the time. Since that time, however, Bliss and Dimberger have shown that beyond all controversy Johnson's claims were by no means preposterous. At the same time, Johnson is barely known of in Europe.

Sanger demonstrated the fact that a good way to spring suddenly into the public eye is to challenge Zimmerman. He did so, and with this introduction paid a visit to Europe, and in a trice was as well known there as Zimmerman. We had the spectacle of a king commending him for his great deeds.

Johnson is now following in the steps of Sanger, although he did not go directly for the champion as did Mr. Milwaukee man. And Johnson will find that he can make more notoriety for himself in two days by challenging Zimmerman than—than he can make in thirty by riding for horse-paced records.

How Would This Do?

A foreign contemporary complains that cycling story writers lack originality because of the fact that they work over the old ideas about the two young men who run a race for a maiden's hand; the brave girl who flies away on her wheel to give an alarm of fire, and the thrilling ride of the man who was chased by wolves on the snow fields of Russia. Here is a suggestion for cycle story writers. I have never seen it used. The hero is accused of a crime which he did not commit, of course. He loves the heroine. The villain attempts to ruin the hero by having him arrested for a murder which he, the villain, did himself. Villain wants to marry girl, girl rejects him with scorn. Old man, girl's father, taken in by villain, and tries to force daughter to consent to hateful marriage. Daughter refuses. Hero is tried for murder, villain being chief witness. Girl at trial pale and in



tears. Villain bribes jury and secures conviction. Hero sentenced to be hanged.

Day of execution arrives. Gray dawn, skies streaked with red. To hang at 8 a. m., now 7:30. Girl in despair. Lies on sofa in back parlor and roars like a bay steer. No hope. An idea. Governor's, president's, queen's, king's, as the case may be, house only fifty miles away. Heroine ups and borrows a friend's ladies' safety. Jumps on it and rides like mad to governor's, president's, queen's, or king's house.

Scene changes. Jail yard, black cap, rope round neck. Villain near by polishing his silk hat and saying, ha, ha.

Stop! Hold! Heroine rides over wall of jail yard; hands off, with document in right. Governor's, president's, queen's, or king's pardon. Love triumphs. Villain blows out his brains. Live happily ever afterward.

Inter-Collegiate A. A. Backs Down.

NEW YORK, Feb. 25.—The Inter-Collegiate Athletic Association at its meeting in this city yesterday entirely backed down from its position of defying the L. A. W., and authorized its Executive Committee to change their laws of athletics in such a manner as to recognize the authority of the League, and to run all its races under League rules and sanction. This is a great back down from their previous stand, and is another feather in the cap of Chairman Raymond.

PHILADELPHIA PICKINGS.

Club Life being Thoroughly Enjoyed by the Quakers—The Tioga Track Association in Trouble.

PHILADELPHIA, PA., Feb. 26.—The delegates of the Pennsylvania division to the National Assembly have arrived home and are highly elated over the result attained at the convention. The Pennsylvania division did all in its power to elect the Luscomb ticket, to allow the negro to become a member of the League, and the selection of Asbury Park as the place for the next national meet. Their votes were also cast for the adoption of the two class amateur rule, and the reappointment of Chairman Raymond. Of all these five important measures only one failed them, and that was the selection of Denver over Asbury Park. It is needless to say that every member of the Pennsylvania division in this vicinity is well pleased with the way League politics stand at present, and now that this important annual event is over they will next turn their attention to making preparations for the coming season's work.

Trouble is brewing in the ranks of the Tioga Athletic Association, the organization which owns and controls Tioga track at Westmoreland, and just now local wheelmen are wondering if there will be any racing on that track next summer. The track has been a good one, but it has not been properly supported by the wheelmen, and as a result the association's treasury has not been overflowing. It leaked out on Saturday that O. S. Bunnell, the president of the association, and the person who almost alone made the track what it is, and who had several hundred dollars invested in the plant, had resigned. To add to the club's burdens, a judgment for \$500 has recently been obtained by the father of a boy who was injured at the track by the falling of a part of the bleachers in September, 1893. It is the general opinion that if this judgment is pushed it will greatly embarrass the organization if it does not crush it altogether. The Associated Cycling Clubs have \$1,000 invested in the track, and what makes the case more interesting is how the A. C. C. are to get this money out. A scheme has been agitated to dissolve and reorganize under a new name, but this plan would miscarry unless some one comes forward and buys in the fixtures of the track. Meanwhile the local cycling public will watch developments with interest.

The residents of the Twenty-fourth ward, in West Philadelphia, in connection with the members of the Pennsylvania Bicycle Club, are congratulating Arthur H. MacOwen upon his election to the common council. The new incumbent is president of the latter club, a cyclist of no mean reputation and is also a man of the times. No one knows the condition of the streets better than he does, and it is needless to say that he will exert his influence to the best advantage in providing for the wheelmen of this city better streets. Mr. MacOwen was one of the founders of the Pennsylvania Bicycle Club and through his exertions the handsome clubhouse at 3942 Girard avenue was built. Its present high standing is due to his untiring energy. He is well known to cyclists both in this and other cities and is editor and publisher of the *American Athlete*. He has also published several works descriptive of his noted bicycle trips.

The Pennsylvania Bicycle Club is contemplating the matter of holding a minstrel entertainment and it is probable that the subject will be taken up at an early date. Preparations are under way for the stereopticon entertainment of the World's Fair and the scenes incident which will be given shortly after Easter.

The Century Wheelmen have just passed a very quiet week, especially in regard to social matters. Interest in the gymnasium classes is rapidly increasing and it is the intention of the directors to encourage more enthusiasm in athletic matters, and chiefly at this time of the year just before the opening of the regular riding season. Shortly after the Lenten season the club proposes to present a new and novel entertainment in its own theatre, with music and talent from the club ranks. It is stated that this entertainment will prove a feature and will be something entirely different from regular cycling affairs. The details of the proposed event are now nearing completion and will be made public when all arrangements are made.

President H. C. Fisher, of the Alpha Wheelmen, announces that preparations for the big fair to be held at the clubhouse next month are rapidly nearing completion.

The clubhouse of the Americus Wheelmen has been well patronized by the members during the past two weeks, chiefly because the unfavorable condition of the weather prohibited any enjoyments of the wheel. A special smoker is now being arranged for Wednesday evening, for which a lengthy programme will be submitted. Captain Bedichimer is arranging his schedule of runs for the season. The club's fourth annual tour, early in July, is being boomed, this year's course to be down the Shenandoah Valley route to Luray, the wheelmen's paradise. As the club has recently been admitted to membership to the Associated Cycling Clubs, President Hockstader has appointed Capt. C. Bedichimer and L. Bedichimer as representatives pro tem.

The Wissahickon Wheelmen, of Germantown, will offer two prizes this year to members making the most runs, which appears to have been a good idea, as much interest is already manifested in the ultimate result. A pool tournament is now on the boards, the members of the Columbia Cyclers of Philadelphia having accepted a challenge from the club. The match will commence next month. Some gratifying features of the club the past few months are the increased attendance at the meetings, and unanimity displayed on all subjects tending to the welfare of the club.

At a meeting of the Park Avenue Wheelmen on last Monday night, a

motion was made that the clubs' annual dance be held immediately after Lent. A committee was appointed to make the arrangements, and it was understood that no effort should be spared to make it a most successful and enjoyable affair. The report of the finance committee shows that the receipts for the past year have been larger than any since the club was organized, and more than paid the expenses. The receipts were over \$2,500 from members alone. A pool tournament will start on March 1, and all the leading players of the club are entered. Memories of the famous Midway Plaisance smokers still linger about the clubhouse, and now the attention of the members is attracted to the future of that dramatic association. The three performances that have been given—one at the clubhouse of the Schuylkill Navy—were so very successful and attracted so much attention that the committee under whose charge it was given have decided to give it at Millville and Atlantic City, N. J. Next month the club will present farce comedy for the pleasure of the members instead of the literary and musical entertainments which were at first suggested.

The meeting of the Quaker City Wheelmen held last week brought out a large number of the members, and showed what interest was taken in the proposed erection of the new clubhouse. The new committee has considerable knowledge to impart, and ground will be broken in the spring. The house will be first-class in all its appointments, and will be second to no cycling clubhouse in Philadelphia.

Cyclists and Athletes may Amalgamate.

BALTIMORE, MD., Feb. 26.—A coalition of the cycling and athletic interests of this state at the Park Cycle track on the Pimlico road is in prospect. It would be the consummation of years of agitation. The air is full of rumors to the effect that the athletic representatives of the city will try to make an agreement with the wheelmen at the meeting of the Maryland Division which is due within two weeks. The last effort of the athletic clubs of the city to unite for a general outing ground was made two years ago, when a frantic effort was made to float a \$50,000 scheme that embraced also a splendid clubhouse. Several of the clubs showed a lukewarmness because of an antipathy to losing their individuality and the great expense. The far-reaching foresight of Chief Consul Mott and his colleagues of the Maryland division now seems to have solved the problem, provided the athletes are as anxious as formerly for grounds. When the Maryland Division Athletic Association sub-leased the present splendid track from the Grascen estate, an option was gotten on five acres of land adjoining on the north with a far-sighted view to just such an emergency and opportunity that is now appearing on the horizon. These five acres have not been improved, but could be at comparatively slight cost. The bicycle track is in splendid condition and some famous race meets have been held on it. Yet, so great has been the expense of keeping the rotten-rock surface in condition that the cyclists would, undoubtedly, be happy to receive additional strength. The absolute need of the athletes, the splendid opportunity offered them, together with the advantage of a stronger financial association, will probably lead to a combination of forces here that will bring both cycling and track athletics up to a standard of popularity and remuneration never known here. And the beauty of the situation is that the cyclists can practically dictate the terms of admission of the athletes and retain the major say in the conduct of the grounds.



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TWIN CITY CYCLISTS WAKING UP.

ST. PAUL, MINN., Feb. 26.—As the cyclists of the Twin Cities have done no riding for the past four months on account of the cold weather and snow, there has been no wheeling news of any particular interest during that time from this section. The local club, which can hardly be considered much of a factor in cycling circles from its unusually dormant condition of late, has as yet made no announcement of its intended plans for the coming season, and the mistake of waiting to decide upon and arrange the principal events of the season until the day upon which they are to take place seems likely to again be the rule this year. Winona, Mankato, Rochester, Minneapolis, and other points in the state have displayed far more energy and enterprise during the past season or two than St. Paul, but it is thought that, if the St. P. C. C. doesn't take hold of the matter in proper shape early in the season, there are other enthusiastic wheelmen enough who will see that St. Paul has at least one first-class meet during the summer. The St. P. C. C. passed through a troublesome period of its existence last summer, a number of the members sharing different views, which caused a lack of harmony and seriously retarded the club's usefulness. There were a number of resignations, and those who now constitute the backbone of the organization are a "happy family," so to speak, and it is thought that the club will make a better showing this season.

While the local wheelmen have been obliged to give up their favorite pastime during the winter months, several of them have turned their attention to skating, and so well have they succeeded on the ice, and so noteworthy have their performances been, that the result of their work will be of considerable interest to the many readers of THE BEARINGS.

Up to date the Twin Cities have been the center of the most important skating events of the season about closed. Record after record has been broken in St. Paul and Minneapolis, and now every one of the American records from one to twenty miles (a majority of them also being world's records) stand to the credit of the local amateurs.

In competition B. B. Bird, the well-known champion cyclist of the northwest, has established a new one-mile American record of 2:49³/₄. A half-dozen of the other local amateurs also made records under the previous record of 2:56, as follows: Ed. Pannell, 2:49¹/₂; J. Nilsson, 2:50; O. Rudd, 2:50; A. Scheibe, 2:50¹/₂; A. D. Smith, 2:50³/₄. The two-mile American record of John S. Johnson's, 6:01, made last season, was lowered by himself on January 7 to 6:00³/₄, and on February 15 was again broken by Nilsson, Scheibe, and Smith, who made the distance within a foot or so of each other in 5:55. It was a five-mile race in which this 5:55 was made, and Nilsson and Scheibe skated three miles in about 8:57, but the time was not officially taken, and unfortunately they are deprived of the record for that distance, which will still remain at 9:19³/₄. At four miles Nilsson and Scheibe made a new American and world's record of 12:00¹/₂, and five miles Nilsson skated in 14:59, and Scheibe in 15:00, both of these excelling the previous American amateur record of 15:36³/₄, and the world's amateur record of 15:18, and also the world's best professional time of 15:11. All of these new records were made in the state championship contests at Minneapolis on February 15. The American and world's competition records from six to nine miles, were broken in a ten-mile race at St. Paul, on February 22, between Smith and Pannell.

In addition to these competition records, new records as the world's best time were made on January 26, at St. Paul, by Smith in a trial against time, with pacemakers. New marks at every mile from six to twenty were established. A new world's record for one hour, of 18 miles, 215 yards, was also made in the same trial. All of these latter records excel anything that has ever before been recorded either amateur or professional.

From the foregoing it will be seen that the Twin City skaters have little to fear from the best that can be produced. All of these record-holders are wheelmen, some of them being very speedy cyclists who have also very creditable records on the cycle-path.

The skating season is about over here, although Johnson is to meet Norseng at Minneapolis on March 4, and then the skates will be laid aside and preparations for the struggle for cycling honors will begin.

It is hinted that two new cycle clubs are to be formed soon, one to embrace the Dayton's Bluff and Arlington Hills section, and the other the St. Anthony Hill district. Two or three clubs might have a very beneficial effect in awakening local enthusiasm in racing.

The snow is fast disappearing and if there are no further heavy falls the city streets will soon be in shape for riding. A few wheels have been seen during the past few days, which have been warm and pleasant, but the season will not be fully opened until the pavements become clear of slush.

The Brighton "German."

The Brighton Bicycle Club, of Cincinnati, gave a "German" last Friday evening and it was a glorious success. The invitation was printed in glaring red letters on a piece of a German newspaper. All participants were compelled to speak German between the hours of 8 and 10:30 under penalty of buying drinks and cigars for the crowd. Of course this made fun. The bill of fare consisted of sauerkraut, wiener wurst, spaetzle, cigars, and beer. Harry Tyler, who was one of the guests of the evening, was compelled to keep quiet for two hours and a half. The Brightons fully sustained their reputation for being princes of entertainers.

The Cycling League of France has decided to close the French championships hereafter to foreigners of less than six months' residence.

NEW YORK AND VICINITY.

NEW YORK, Feb. 26.—Geo. C. Smith, who, according to the Racing Board's decision still holds the one-quarter-mile record of America, is training conscientiously for the season of '94. Three nights weekly he spends in the gymnasium of the N. Y. A. C. where his work is preparing him for the strain which is sure to be experienced when the active season begins. George claims to be in better condition for this season of year than ever before, and says he will be on edge when the time comes for him to defend the title which the Racing Board has bestowed upon him. Smith will be a "Class B" man.

H. J. Sinclair, formerly of Chicago, and still a member of the C. C. C., passed through New York City last Saturday, enroute from Pittsburg to Providence. He has been in the employ of the Westinghouse Electric Co. in Pittsburg for very nearly two years past as their chief electrical engineer and only left them to better himself. He is now illustrator on the Providence *Telegram* and has the best wishes of all his friends.

"Deacon" Raisbeck not in Line.

"Deacon" Raisbeck, the clerical appearing secretary and treasurer of the New York State Division, L. A. W., who was appointed to fill the vacancy caused by the death of W. H. DeGraaf, a few years ago, suggests the idea of the New Jersey Division L. A. W. holding their annual meet at Asbury Park, N. J., on the same dates as the League meet in Denver, thereby holding a majority of the wheelmen in the East who would otherwise go to Denver. Such a selfish suggestion from as traveled and intelligent a man as the "Deacon" is surprising and disappointing. He is at least one official of the League who is desirous of making a failure of the annual meeting of the association which he is supposed to be serving, and whose welfare should be his aim. It proves a narrowness of mind which can hardly be realized of Mr. Raisbeck.

Charity Awheel.

No fairer vision can be imagined or dreamed of than the sight of Miss Susie Brooks, of Newark, New Jersey, as she gracefully flits by, mounted on her wheel and becomingly attired in appropriate costume. Her father is a prominent business man of Newark and is rated at \$750,000. Three days each week Miss Brooks devotes to charitable work in New York City, personally visiting the needy and hungry and providing liberally for them. After a day among misery and starvation, an outing on her wheel prepares her for another day of Christian work.

Miss Katherine Clemmons,

creating such a furore in New York City, is a most enthusiastic wheelwoman. In England she invariably took a daily ride from her home into the country and return. She is performing at the Fifth Avenue Theatre in "A Lady of Venice," and is rapidly captivating the hearts of the Americans. Col. W. F. Cody (Buffalo Bill) is her financial backer and proprietor of the company. Colonel Cody says that if he was not so "old" he would want nothing better than to learn bicycling. Miss Clemmons was given a reception by a party of wheelmen and newspaper men recently, at which she expressed a desire to accompany them on a trip awheel this spring about fifty miles round-trip, which she says is "all" she can stand without fatigue.

Osen Won from Scratch.

SAN FRANCISCO, CAL., Feb. 19.—A ten-mile handicap road-race under the auspices of the San Jose Road Club, the Olympic Cycling Annex, and the California Cycling Club took place yesterday on the official ten-mile course of the California Associated Cycling Clubs. There were nineteen entries, but only nine started owing to the condition of the roads and the bad weather. It commenced raining soon after the race was started. Oscar Osen, scratch, came in first; T. E. Belloli, 2 minutes, second, and F. C. Reynolds, one and a quarter minutes, third. Oscar Osen would have lost the race had it not been for the generosity of F. A. McFarland, who gave up his wheel to Osen when the latter met with an accident. McFarland was riding in splendid form, and lost much time in getting another wheel. He came in sixth.

Owing to good management the Bay City Wheelmen have passed over the financial difficulties which beset them, and are now on a firmer business basis than ever before. The club has just moved into the most comfortable and cosy quarters it has ever had. The clubhouse is a ten-mile residence house, handsomely frescoed and finished in enamel. The main or living rooms, as they might be called, are on the first floor, and consist of two large lounging rooms, billiard and card rooms, an office, and a spacious hall. The upper floor is occupied by some of its bachelor members as sleeping apartments.

The latest reports from the Midwinter Fair athletic committees show that there will be considerable interest taken in bicycling during the exposition. George P. Wetmore, chairman of the cycling committee, is in constant communication with the eastern flyers, and will no doubt be successful in his efforts to secure some of the big men. It is the intention of the committee to have the first races take place in May.

The San Jose Road Club expects to be in possession of a three-lap track, built by a street railway company of that city, in the near future. If the company builds the track it will be turned over to the club and will be managed by its officers.

A club has been formed in this city by members of the National Guard of California who will go in for wheeling for pleasure, mixed in with hard work. They intend to have regular military drills and tactics. This is the first club of its kind on the coast. It already has over thirty members.

MR. RAYMOND'S PLANS.

The Circuit Will Begin Early in July and Will Extend Well Into October—Good Prizes Must Be Given.

Chairman Raymond is hard at work preparing the circuits for the coming season. He has his plan outlined and is confident that racing will be more popular than ever this year.

"The racing board is about to prepare its national circuit of race meets, to commence early in July and extend well into October of this year," writes the chairman of the racing board. "The plan at the present time contemplates the starting of this circuit in the east and working west to Denver, the place of holding the national meet, which will be held in August. The return will be made by meeting a few dates in the west and then a jump to the New England states with a southern tour for the latter part of September and the first part of October.

"While the above may be made subject of change, it practically outlines the circuit. Each meet in circuit will be granted privilege of placing one event on its programme each day, in which the prize limit of \$150 will be waived by special sanction.

"Application of dates must be made at once. While a club may state the time most desired by it, the board can only accept applications, leaving to it the sole naming of date. The expressed desires will be followed as closely as possible, but it must be evident to all that a circuit can not be arranged suitable to all. Protection as regards confliction will be assured, and everything done by the L. A. W.'s racing department to aid in the success of the circuit as a whole. All meets on this circuit must guarantee to live up to the printed prize values on its programme, assure a good track and proper conduct of meet."

Mr. Raymond has issued the following notice to the clubs of New York state: "The annual state circuit will be held during June of this year. Clubs desiring positions in same should send applications to the undersigned at once. The circuit must necessarily be limited to about six meets, in order to finish in time to leave the field clear for the national meets. It is desired to commence the circuit as soon after May 30 as possible, so no time is to be lost in arranging details. The same conditions surround the meets in this circuit, as noted in the above notice respecting the national meets, save that the usual prize values as laid down in the rules will be observed."

Race meet promoters should address all communications to Mr. Raymond, at 236 Flatbush avenue, instead of 245 Flatbush avenue, as heretofore.

Doesn't Worry Sanger.

MILWAUKEE, WIS., Feb. 28.—The fact that the record of 2:08 1-5 made by W. C. Sanger, at Springfield, Mass., last year, has not been allowed by the racing board of the L. A. W., has not surprised him in the least. In reply why application for the record had not been made, Sanger said: "When I made the record, which was made on one of the best tracks in the world, and under the management of well-known and reliable timers, I thought that the Springfield Club would make proper application for its allowance. This they failed to do. I don't care whether it was allowed or not, I made it and have received credit for it just the same. I don't care much for records anyway." Sanger hints that he is confident of lowering that record during the coming season. He has just received another offer to go to the Mid-winter Fair at San Francisco to race. He has not decided whether he will accept, and says that he will consult Harry Tyler, who is expected here again this week, in relation to Sanger's riding the Union wheel. It is quite certain that the deal with the Union people will be closed, and that the Milwaukee rider will become one of the Union team. Sanger says that he doesn't care to go to Europe this year.

The Mercury Club has decided to hold a road race from Racine to Milwaukee, a distance of twenty-five miles, some time in August.

The date for the Annual Minstrel Show of the Milwaukee Wheelmen has been fixed at March 29. It will be held at the Academy of Music.

As soon as the local association of Cycling Clubs has elected officers, application to the Racing Board will be made for dates on the national race circuit for Milwaukee. Ripon, and La Crosse also want dates.

An Arizona Race Meet.

PHOENIX, ARIZONA, Feb. 22.—The Valley Cycle Club held a race meet here today and met with fair success. The races were run on a four-lap track, the wind was blowing a perfect hurricane down the home stretch. It seemed that no one could ride against it, but nevertheless fair time was made, taking everything into consideration. The trick riding of J. W. Sargent is specially worthy of mention. Owing to the high wind he could not attempt many of his best tricks, but what he did do was liberally applauded. The novice race had three entries and was won by J. Swilling in 2:49 1-2. The quarter-mile championship of Maricopa County was won by M. Loring in :41 1-2, G. S. Searle being second. Z. O. Brown won the one-mile championship of Arizona in 2:41 1-2. H. Slater, a mere boy, who defeated Brown on New Year's Day, was second. Brown won the mile handicap from scratch in 2:52 1-2.

The L. A. W. is not very active in Arizona at present. A year ago there were about thirty members there; now there is a little over half that number. It is noticed that the eastern officials pay more attention to their section of the country than the growing west.

AN EXCITING CLUB WALK.

CLEVELAND, O., Feb. 26.—Forty-eight members of the C. W. C. joined Captain Lindmueller on one of his club walks on Sunday last. Just before the start a photograph was taken of the group in front of the clubhouse. The destination as upon former walks was not divulged, it being a game of "follow the leader" and ask no questions. The first stop was at the cigar store of Lang & Phelps where the boys were lined up and cigars were passed around. Then the procession headed for the "triangle" district, the toughest, by the way, in the city, and finally brought up at the water-works pumping station. A permit for admission had been procured and all went inside upon a tour of inspection. Upon the way over the purple and gold club colors, especially the latter, made a decided sensation and remarks not complimentary were heard from many an Irish doorstep. "Hooray for Patrick's Day!" yelled one infant. "Salvation Army!" cried another. "Orangemen!" said a third, and this sally was greeted with jeers from the lookers on. Then some one yelled, "They are A. P. A.'s." This was too much for the Irish blood and a shower of stones and other missiles rattled around the heels of the men in the rear. Upon emerging from the pumping station there were found to be about fifty little youngsters, from toddlers up to probably twelve years of age, in waiting to beg for cigar "butts." How to shake them off, as they seemed bent upon following, was now the question. Some one began pitching pennies into the crowd and a scrabbling ensued that would do credit to a first-class foot-ball game, but it solved the problem, as they were soon left behind fighting among themselves. The return to the clubhouse was uneventful, another route being taken, and the five-mile jaunt was endorsed as a success.

Mr. Floyd Turner was adjudged the toughest looking bum at the C. W. C. "hard times" smoker, and presented with a club pin. President Ralston gave him a close rub for first place.

The Lakeside Club are already talking up their annual tournament. Some are in favor of having a two-days' meet in the spring while others favor one day then and one day in the fall. No decision has as yet been reached.

I am glad to be able to state that Mr. H. P. Shupe will continue at the head of the Lakeside Club; the trouble between certain members and himself having been amicably adjusted.

Murphy May Turn Pro.

Cablegrams have been exchanged between W. F. Murphy, of Brooklyn, who is acting as manager for Frank Waller and C. W. Ashinger, and the manager of the eight-day race, six hours a day, which will begin in Paris March 11, and unless the unexpected happens the trio, accompanied by a trainer, will have left New York before this letter sees the light of print for the scene of battle. The three have been vigorously training at Murphy's Bedford avenue store on home trainers for some weeks past. Should arrangements be completed in time for them to reach France in time for the race Murphy admits his intention to turn professional and enter the race. He has already taken steps to dispose of the store that has so long been the headquarters of the Brooklyn racing men, and says if he finds France what he expects that he will make it his permanent home.

A dispatch from New York states that Waller and Ashinger have sailed for France and that W. F. Murphy will follow them in the course of a few days.

The famous Saltonstall trophy is now in the possession of the New York Athletic Club. This organization is the one for which Zimmerman rides and the club will keep the trophy until some other country wins it.

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L. A. W.

1894

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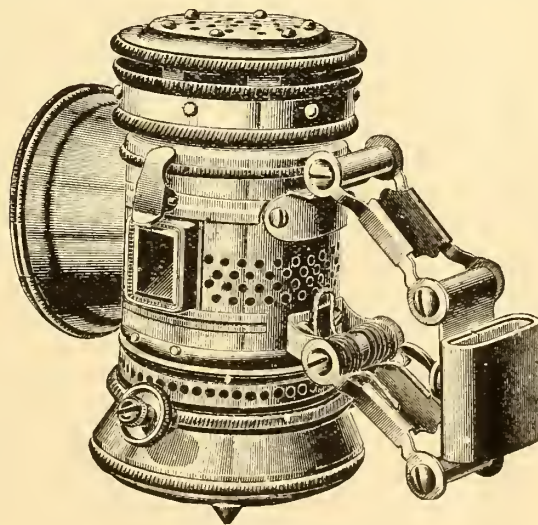
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VOL. I.

CHICAGO, MARCH 2, 1894.

No. 3.

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EDITOR, FRANK T. FOWLER.

WHAT THE RACING BOARD NEEDS.

Considering the open and flagrant violations of the racing rules in the L. A. W. during the season just passed, it is not believed that any sane person interested in cycling thinks for an instant that the Racing Board was not cognizant of the fact that CERTAIN RIDERS were in the EMPLOY of CERTAIN makes of wheels for the SOLE PURPOSE of riding to victory that maker's wheels. No real bona fide effort was made by the board to inquire into the open violations of the laws of the L. A. W. True League members apparently cared not—yet the law was there to govern that body's action, and by the non-action of this supreme body the reader is forced to believe that this board surely used Fowler dust-proof caps over their eyes, and non-puncturable pads over their ears.

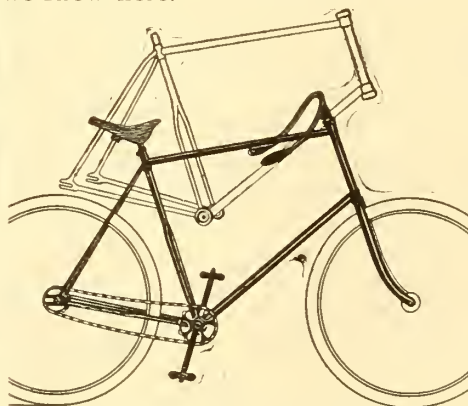
It is to be hoped that the new Racing Board, soon to be appointed, will live up to the plain written laws, as true and straight as the chain on a Fowler wheel always runs.

Then with a backbone as stiff and rigid as THE FOWLER truss frame, there can be no kick coming. They will need no dust caps over their eyes to shut from view hired riders, paced by hired men; or the puncture-proof pad on their ears to keep out the clatter of the horses' (or mules') hoofs, in the endeavor to furnish pacemakers for these same hired men. They have laws to fully govern them. They are plain—decidedly so. Let them live up to those laws or resign their jobs. No half-way actions will answer.

DO OR DONT.

A GREAT INVENTION.

Ranking with the invention of the pneumatic tire is the Fowler Truss Frame (patent applied for) cut of which we show here.



Our Truss Frame is everything the name implies, the forked tubes forming a veritable truss at the point where the greatest strain comes—the Crank Shaft Bracket. Those who have ridden a Fowler can testify to its great rigidity—rigidity means strength—and this, coupled with a perfect diamond frame and tool-steel, dust-proof bearings, means speed; speed means ease of running; ease of running means the "why" of the Fowler having more AMATEUR wins made on it during 1893 (it's first season on the market) than any other wheel made whose winnings were advertised.

Points, good points, count.

"FOWLERS" IN THE SOUTH.

Those southerners know a good wheel when they see one, and we had an easy time selling our goods when we made a trip through Tennessee and Kentucky last week. They had all heard of the Fowler, and were crazy to see the '94 models. Orders poured in so fast that we had to buy two or three new order-books. At Chattanooga, Tenn., especially was the Fowler enthusiasm noticeable. Our agents there, the Kirby Cycle Co., advertised the fact that a representative of the Hill Cycle Mfg. Co. would visit the town and would be pleased to show all interested persons the Fowler. When we did arrive two policemen had to be summoned to keep the crowd from blockading the street, so anxious were they to see our wheel. Seeing that the hotel was not large enough to accommodate our friends we got out in the middle of the street, and proceeded to show the large audience that we really had the best wheel on earth. At Knoxville we met

with the same reception, and we venture to predict that more of our wheels will be sold in these two cities this year than all of the other high-grades put together.

THE APPROACH OF SPRING.

March came in like a lamb this year in Chicago, and the prospects for an early riding season are good. For the first time in 1894 the good people of the World's Fair city were able to go about without wearing an overcoat. We can assure you that they fully appreciated the approach of spring, especially the wheelmen. The hardy road riders who mount their wheels at the first sign of good weather were out in force. Of course the Fowler riders could not let this opportunity to ride slip by, and fully a hundred truss frames were noticed on the streets. It is the prayer of the wheelmen that this excellent weather continue. They are fairly itching to make some of those delightful tours into the country, when, with good wheels under them, and a smooth road, they feel as if they could ride on forever.

WHICH IS GREATER?

Considering our output, do not the 500 and more prizes won by Fowler riders reflect greater worth of a wheel's true merit than from three to five times greater number, or wheels whose makers made special efforts to gain records and winnings by expending thousands of dollars in the engagement of the best riders, who, under the eagle eye and wing of managers and trainers go about the country like a car-load of blooded racing stock?

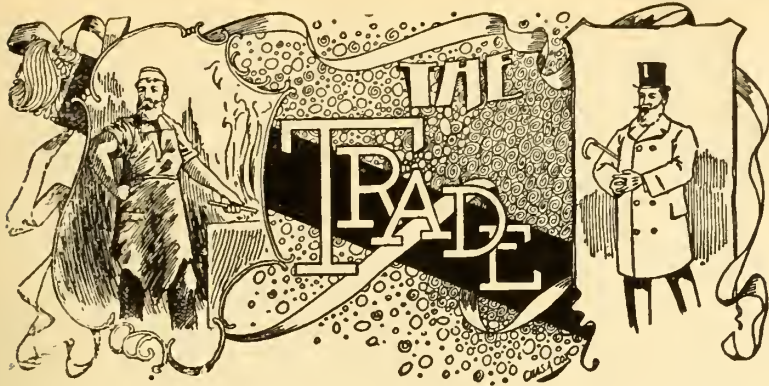
Which is greater?

FOWLERS IN DENVER.

G. E. Hannan, the Denver dealer, placed an order for 100 Fowlers with Bob Lennie before the latter left town last week. Mr. Hannan's initial order is a small estimate of what he thinks he can dispose of during the coming season, as he has the whole state on Fowlers.—From "The Cycling West."

THE OUTLOOK IN THE SOUTH.

The Editor of THE TRUTH overlooked the trade in six southern states—Tennessee, Virginia, North Carolina, South Carolina, Georgia, and Alabama—from the top of Lookout Mountain on the 18th inst.; the day was clear and bright and the outlook was exceedingly promising and encouraging.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TRADE IN AND AROUND NEW YORK.

NEW YORK, Feb. 26.—A round-up of the trade was made by a BEARINGS representative in New York, Brooklyn, and Newark. Although the season is yet in its infancy some interesting details were learned. At the new local branch of the Overman Wheel Co., 23 Warren street, W. C. Overman was seen. The store, at present, presents on a small scale the appearance of Madison Square Garden at 10 o'clock on the closing night of the show. The decorators are hard at work, however, and the store will soon be in order, and will be a model salesroom. Charles Walker as head salesman will make an able assistant to Mr. Overman, who will doubtless make the New York branch a paying adjunct to the big factory at Chicopee Falls. The entire line of '94 Victors has not been received as yet but the number of inquiries that are being made after them daily shows with what eagerness they are expected.

Elliott Mason was not in when THE BEARINGS man called at the Pope Mfg. Co.'s branch at 12 Warren street but George C. Smith proved amply able to tell the "oft told tale of the Columbias"—nothing but business. In spite of the fact that the snow lay in drifts outside there was a continual string of inquirers after catalogues and information about the '94 wheels. Not a few left orders.

Mr. Von Lengerke, of the firm of Von Lengerke & Detmold, 8 Murray street, was found in and showed his line of Warwicks, Kenwoods, and Lu-mi-nums. The firm are the sole eastern representatives of the last-named wheels. As yet the Lu-mi-nums are slow in arriving and are as a rule sold before they get to the store. The Warwicks with their adjustable handle-bars are attracting a great deal of attention and favorable comment. It was Carl Von Lengerke that started out during the week of the Philadelphia show to ride from City Hall Park to Quakerdom. The roads were bad beyond power of description, and the fact that he reached Orange, a distance of fifteen miles, against a head wind shows what stuff is in him. At this point his wheel broke down and he was obliged to give up the trip.

Theodore Merseles was seen at the local office of the Western Wheel Works at 35 Barclay street. He had only just begun as assistant to E. J. Day, the hustling manager of the company's eastern branch. Mr. Merseles showed a Crescent Scorcher, with twenty-eight-inch wheels and Palmer tires, weighing twenty-five pounds and selling at \$90. It is a marvel of beauty and seems to be as strong as it is beautiful. But the price of the wheel is the most startling thing about it. Ninety dollars! Whew! The Western Wheel Works is to be congratulated on three things: the generally trim appearance of all their product; the superiority of their \$90 scorcher; and their good fortune in securing the services of Mr. Merseles who is generally known as a "hustler" and who has, in the past, held prominent positions in the New Jersey division of the L. A. W.

Simplicity 47 and Elliott Burris are a hard pair to beat; Mr. Burris for his indefatigable work on the tire question, and the tire for its innate excellency. Mr. Burris has in his office—with the Manhattan Rubber Co., on Courtland street—a complete workman's bench, at which he spends as much time as at his desk. His mail is filled with inquiries about the Simplicity 47 and, as the season grows, it bids fair to be away up in the front part of the tire procession.

Genial Jake Bretz, manager of the down-town office of the Wilson-Meyers Co., at 55 Liberty street, reported business entirely satisfactory in every respect. A few wheels are being delivered daily, more orders being on hand than wheels. The factory at Rockaway is working over-time all the while. Mr. Bretz thinks that this will be the banner Liberty year.

The Hy-Lo Instantaneous Interchangeable Gear, which is the invention of Levi Rosenfeld, and is handled exclusively by Mr. Rosenfeld and his son, will be placed on the market about the middle of April. This gear created a great amount of interest at both shows and bids fair to be extensively used the coming season. A manufacturing company on Center street has been placed under contract to make the gear, and already over 600 orders have been received, with more coming in daily. From a mechanical standpoint the compact Hy-Lo is certainly noteworthy and its general utility commends it to the riding public.

Porter & Gilmour, of 1773 Broadway, are handling the Stover Bicycle Co.'s Phoenix, and claim to be doing a splendid business. The gold coat of arms of the Stover people is decidedly attractive in its new resting place on

the head of the bicycle. In addition to the Phoenix, Porter & Gilmour handle a wheel of their own, the Essex, which is a trim, rakish looking wheel, fitted with Palmer or any detachable tire, and selling at \$125. The same wheel, fitted with cemented tires, retails at \$115. It weighs 32 pounds. They also manufacture the well-known P. & G. chain lubricant, toe clips, and continuous ringing bell.

On March 1 "Stokes," the well-known New York machinist, will begin business in the store at 956 Eighth avenue, formerly the home of Clements & Curtis, whose failure occurred some weeks ago, owing to generally poor management and lack of capital. Their stock was bought in by the Starr Cycle Co., of 51 to 55 Second street. The latter report that the same has been nearly disposed of owing to the low price at which it was offered.

Charlie Schwalbach, whose large riding school and cycle agency is on Flatbush avenue, near Franklin avenue, Brooklyn, is one of the most popular men of Flatbush, of which town he holds several political offices, beside being a prime mover in social events and the town's improvement. Mr. Schwalbach is Brooklyn agent for Imperials and Ramblers, besides which his renting and school department makes him, by all odds, the most thoroughly appointed cycle store in New York or Brooklyn. As an example of his interest in the general welfare of the sport and his generosity toward the local clubs, last winter he extended a standing invitation to any Brooklyn club of wheelmen, to hold its dances or receptions, gratis, in his riding pavilion which is about 75x150 feet without a single pillar or post in it. On April 4, Mr. Schwalbach will inaugurate the riding season of '94 with a grand reception, to which 5,000 invitations will be issued and sent, among others, to all the Brooklyn and New York City officials. A dinner will be served and music rendered by one of the leading orchestras of Brooklyn. Trick and fancy riding will be given by the best masters of the art available and a general informal time held.

A. G. Spalding & Bros.'s store has become too small for the steady increase of business, and on May 1 they will probably merge the wholesale and retail business into one grand affair and move into quarters many times more convenient than the present store. The new place will be on Beekman street and in it the cycle end of the business can be given the attention it needs. Frank Borland who has been out on the road with the Spalding line this year returned last Thursday from a short trip through New Jersey and eastern Pennsylvania, where he reports trade brisk and says he sold wheels in every town where he stopped. He left again today for a trip up the Hudson. He will not go farther than Albany. The Spalding is truly a handsome wheel, strictly up to date and at twenty-seven pounds is strong enough to withstand any service which it may be put to.

G. Minturn Worden, manager of the cycle department of the Remington Arms Co. at 313 and 315 Broadway was not in, but Herbert J. Banto his able assistant was. From Mr. Banto it was learned that up to March 1 last year there had been but 100 wheels sold by them, whereas, the equivalent of a quarter of their entire output for 1893, had been sold up to this time. Nothing could be said more strongly in favor of the merits of the Remington or better proves the claim which these people make that their production for '94 is strictly high-grade.

H. A. Lozier & Co.'s new quarters at 337 Broadway, is much more conveniently located as far as facilities are concerned than in the old place. Mr. Ensworth, as pleasant as ever, finds no fault with the outlook, and foretells a monstrous sales year for the wheel manufactured by his company.

The Grand street store of McKee & Harrington is thronged continually with customers, and prospects are indeed bright. The men on the road are heard from daily—orders always accompanying their letters. The Madison Square Garden display is reproduced in the store, and proves an attraction to passers-by.

Mr. Frank Ray, manager of the Gormully & Jeffery's New York branch, reports everything in readiness for a tremendous business as soon as the '94 wheels arrive. Facilities for displaying Ramblers to the best advantage are unsurpassed at this store. The store next door to them has been leased and will be utilized at once.

The Wilson-Meyers Co. will open a branch store in Brooklyn March 1. The exact location is as yet undecided, but will be somewhere on Bedford avenue, in the "Cycle Row" neighborhood. Alexander Schwalbach will be in charge in conjunction with the management of the New York store. A full line of wheels and cycle accessories will be carried and a competent man, under Schwalbach, will be in attendance.

F. W. Aymar, who most ably represents the Remington Arms Co.'s up-town branch, has been an active cyclist for fourteen years, and can talk in an interesting strain on the days of yore, when "cow horn handle-bars were all right for comfort, but not so good as straight-bars for coasting." He is a native of Boston, and participated in the famous "wheel about the Hub." It is refreshing to meet people now and then who can remember further back than Zimmerman, and the day of the pneumatic tire.

T. B. Powers, 129 Boulevard, expects to build 200 special bicycles this season to order. His business has increased so rapidly that he finds it necessary to move into a more commodious store on March 1. His place is the rendezvous of all the "pure" riders of racing aspirations in upper New York, and at any time several of the "Indoor Regiment track racers" may be found clustered about "Tim," as Mr. Powers is familiarly known, plying him with questions as to their respective ability. The new store to be occupied is directly on the corner of Sixty-sixth street and the Boulevard, where additional space will allow one or two side lines of high-grade wheels to be handled.

HE KNOWS THE BUSINESS.

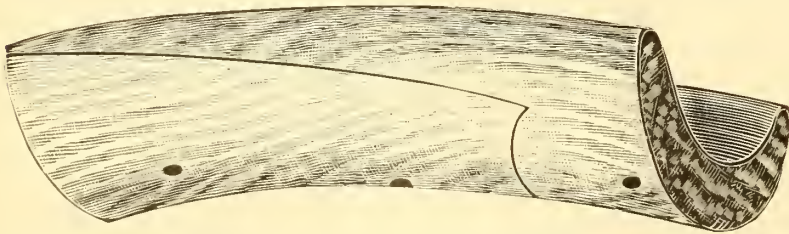
Scientific designers and builders are not common in the bicycle business, a fact that accounts for the horrible examples of cycle construction that were too common a feature of the late shows. It would almost be safe to say that the really good men could be counted on the fingers of one hand. They are not all in the east, either. One of the most versatile is W. C. Smith, of Goshen, Ind., whose inventive genius is responsible for at least one of the good points in almost all of the leading machines of today. There is scarcely a man in his line that has had the years of experience or possesses that innate faculty of adaptation which, combined, has produced such a number of practical inventions and useful devices. To him America is really indebted for its first diamond frame; the first really practical gear case; a detachable sprocket wheel and movable crank together; and many smaller but important details. He has placed his mark high up in the tire line and has done very creditable things in wood and steel rims, but it is not in these things alone that the man has excelled. He has strongly advocated excellence of material and thorough methods of construction, and can point with pride to the practical and excellent results of his work. There has been a deal said about managers and promoters and but very little about our friends the builders, who, after all are the ones on whom we must depend for our perfect mounts, and it gives us pleasure, therefore, to say a word in praise of a man in this class who so amply deserves it.

A Cycle Palace.

Neither money nor time has been spared to make the new store of the Sieg & Walpole Mfg. Co., at 285 Wabash avenue, one of the handsomest in Chicago. The artistic eye of Charley Sieg is noticeable everywhere. From the outside one looks in the front window, and, after taking in the handsome hardwood platform and its tasty arrangement of wheels, wanders to the rest of the store. A thousand reflections greet the eye, and the passer-by naturally steps inside. Here either Mr. Sieg or Mr. Walpole meets him and proceeds to show him over this veritable cycle palace. Large plate-glass mirrors line the wall, with incandescent lights peeping out from every nook and corner. It makes a dazzling sight. Over the mirrors are tastefully-draped velvet curtains, and little stands with pots of ivy on them. In the center are photographs of all the leading racing men of the day. On the north side of the store is an immense case with large glass doors. This lines the wall for half the store. Here are stored over \$7,000 worth of sundries, probably the largest stock in Chicago. Over the rear part of the place is a half-floor where the office of the company is located. This has a railing in front of handsome iron work, with bicycle wheels interspersed, that formerly adorned a World's Fair exhibit. The arrangement of the wheels on the floor is neat and tasty. The Security, Imperial, and Ben Hurs show off their best points. If the "great cash bicycle house" does not do a rousing business this year it will not be because it has not a fine home.

The Dodson Bar Lock Wood Rim.

The Dodson Mfg. Co. are marketing a wood rim for which much seems to be justly claimed. The new rim is the Dodson bar lock wood rim. The joint is so constructed that the ends come together square across into a dove-tail. It consists of a patent bar-lock joint on the inner surface and over-lapped joint on the outer surface. This is combined a dove-tail and lapped joint rim. For this it is claimed that it is the strongest wood rim in



the market. The tension of the spokes makes it tighter instead of straining it apart. The joint is warranted not to slip for one year. The rims are made of the very best elm, ash, or hickory and are beautifully finished. The weights are from nineteen to thirty-six ounces to the pair. In several trials the rims have broken in other places under severe strains, but never at the joints. This joint is seven inches long and several spokes come up through, strengthening the joint materially. Mr. Dodson is quoting prices that are very low and is booking orders in large numbers.

Mannesmann Tubing in Chicago.

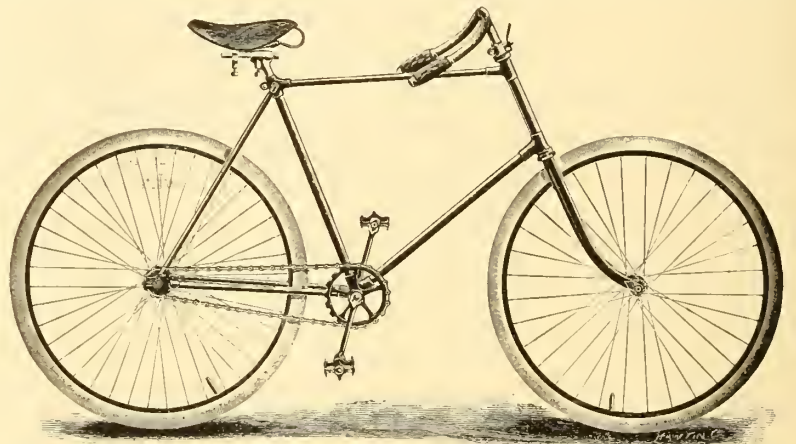
The Mannesmann Tube Co., Ltd., of Landore, South Wales, Eng., operating, without doubt, the largest plant in the world for drawing seamless steel tubing, have departed somewhat from their usual methods by carrying a large stock of bicycle tubing with their western agents, the Manufacturers & Merchants Warehouse Co., 10 to 24 W. Water street, Chicago, who have, in addition to a large stock now on hand, over 100,000 feet enroute. Many manufacturers who have put off importing any large quantity of tubing until too late, will be pleased to know this. Orders from as far east as Massachusetts are now coming freely to the Chicago house for immediate shipment from factories who are too conservative to depend on import orders at this late date.

Mr. White on Martin's Cycle Show.

Frank White, of the New York Tire Co., arrived in Chicago last week and will remain for some time looking after the trade. Mr. White reports trade good in his line. He attended the Martin cycle show at Buffalo and when asked if the affair was a success, said: "You can say for me that it was a great success. For a 'one-man' show it was the greatest thing that I ever saw. Mr. Martin has ten lines of wheels and had a separate exhibit for each one, all arranged around the side of the room. The week's attendance was not less than was the entire week at Philadelphia. There were fully 20,000 people in the building during the week. The clubs all had a night and turned out in force. The admission was free and this had something to do with it. I should not be surprised if this show should do the work and the next show go to that city. I was very agreeably surprised. The city has a place that is fully as large as Madison Square Garden—the Sixty-Fifth Regiment Armory—and I think that this will be the place for the next show in view of the showing that the city's leading dealer has made."

The "Road King."

The first bicycle made in Chicago to be fitted with pneumatic tires was the Road King, made by A. Featherstone & Co. The wheel met with great favor and large numbers of them were sold. Since that time the Road King has always sold well and at the present time promises to be one of the best sellers of the year. As may be seen by the illustration, the machine



is built on the most approved plans—a deep frame, long head and wheel base. The bearings are tool steel, hardened and drawn in the most perfect manner. The wheel weighs from twenty-five to twenty-eight pounds. With steel rims and Morgan & Wright tires the Road King lists at \$100; with wood rims and M. & W. tires, \$105; with Palmer tires, \$110; with Dunlop tires, \$110; with G. & J. tires, \$110.

How to Ride a Light Weight.

If you jump from a box and land on your heels, the whole system receives a shock; if you land on your toes the shock is absorbed. Thus it is with a bicycle. A light weight bicycle demands the same treatment as the human body. A rider who rides solid in his saddle, going over a rough piece of road, makes it uncomfortable for himself and strains the machine. A good rider uses the saddle only to steady himself; he rides with the ball of his foot and ankle movement, resting most of his weight on the pedals. He must be sympathetic. He must sit lightly, resting a proportion of his weight on pedals and handles, and ready at any moment to automatically ease that portion of the machine which is subjected to a sudden shock. For example, should he strike a heap of stones in the dark, he should be able instantaneously and instinctively to raise his front wheel slightly, thereby easing it of the weight, and should then lean on pedals and handles, and by shifting the weight again relieve the back wheel of the strain of plowing through the stones. Even when his back wheel strikes a stone he should, by throwing his weight forward, be able to lessen the shock, or even make it glance off the obstruction without surmounting it. He should, in fact, be part and parcel of his machine, responding with lissomeness to its every movement, says McKee & Harrington's catalogue. Sudden wrenches, such as a deep rut gives, should be avoided; hills almost beyond one's powers should not be attempted; and down grades should never be coasted; for, feet up, it is impossible to sit otherwise than as a dead weight. Every precaution should be taken not to come to grief, especially on greasy surfaces. The machine should be always kept in good order, nuts examined, bearings adjusted, and tires sufficiently blown. A cyclist should always stop and examine his machine should he feel anything unusual about it, or hear a creaking noise. A safety seldom breaks down without giving some warning, and the man who, out of carelessness or laziness, neglects this warning, has only himself to blame if he suffers hurt. Only by following these hints can the luxury of a featherweight be thoroughly enjoyed.

George E. Lloyd & Co., who have the local agency for the Cleveland, will open up a retail branch at 593 West Madison street. They will push the Cleveland hard this year.

BICYCLES IN THE SOUTH.

Prospects Good for a Prosperous Season in Alabama, Kentucky, and Tennessee—What Some of the Dealers Will Handle.

The southern trade is picking up. The traveling men who are returning from there all report better than the average sales of other years. Greater interest is being taken in the sport. The weather is fine and the people are buying now. Older people are buying wheels and encouraging the young generation to take to the sport. Many traveling men come back from the south with weather reports and others with what is more substantial—orders. To the latter class belongs W. S. Daniels, traveling for the Marble Cycle Co., of Plymouth, Indiana. Daniels is one of the smallest traveling men in the trade as regards stature and yet is one of the best in the business. He has traveled all over the country from east to west and from north to south. It is his habit to look up the trade in its entirety when visiting a city whether he has an agent there or not, and to this fact is due a number of valuable pointers which a BEARINGS man was enabled to obtain from him at Louisville. But two cities were visited by this energetic little man that did not yield an order. A traveling man following the same route would find the following state of affairs: At Thompsonville, Georgia, George W. Firbes handles the Columbias and B. D. Fudge is going into the cycle business without a line of wheels selected as yet. The latter is in the hardware business. At Albany, Georgia, F. O. Tickner, a clerk in a bank, has the Columbia, Hartford, and Smalley. He has the stock in a room above the bank. Three dealers have the field at Americus, Georgia: A. H. Sheffield, a hardware dealer, handling the Smalley; Griffiths Bros., Victors and Centrals; and W. A. C. Dudley, Columbias and Cleverlands. One dealer is left at Columbus, Georgia—O. H. Polhill, with Columbias, Hartfords, and Smalleys. The Montgomery Arms Co. have the field to themselves at the city of that name in Alabama, with the Columbia, Hartford, and Smalley lines. W. T. Rodd has a repair shop there. Another firm is entering the trade. There are two dealers at Selma, Alabama, the Selma Arms Co., handling no line as yet and the Tissier Arms Co., with the Smalleys and a medium-grade line. In Birmingham, Alabama, the Victor agency has been placed with John Snider, a popular member of the local club and captain of that organization. The Birmingham Arms Co. is making a wheel of its own known as the Birmingham Scorchers, designed by E. A. Loosely, and are agents of the Pope company, the Rambler, and a number of other lines. The Moore & Handley Hardware Co. have the Cleveland and Keating lines, with some medium grades, and will occupy a prominent position in the constantly increasing trade of this city. There is but one dealer at Armiston, Alabama—the Armiston Arms Co. with Columbias and Smalleys.

A live wheeling town is Atlanta, Georgia, but in this city the trade has been killed by the too liberal application of the payment rule. Last season wheels were sold as low as \$10 down and on long time at that. Many of the dealers have gone out of the business, there being only three of the ten dealers remaining. Ed. Rolle, of the old Rolle-Weigle Cycle Co., is now in charge of the cycle department of the Lowrie Hardware Co. The firm is moving into a new store and has a full line of wheels for the coming season. He has the Eagle, Keating, Derby, Smalley, Monarch, and the medium-grade line of A. Featherstone. Many of these are handled for the state. Wheels are being shipped daily. Christian Huhn, of Macon, Georgia, has three lines of wheels this season where he had a dozen or more last year. This year he has the Rambler, Smalley, and Stearns. The Cleveland is handled here by E. C. Parmalee. There are three dealers at Augusta, Georgia, Thomas Barton having the Victors and Smalleys, with a floor 60x120 feet to show them on. The Raleighs, Centrals, and Ben Hurs are handled by S. H. Myers; John P. Dills has the Columbia, and Field & Kelley the Rambler. Augusta, Georgia, is a fine wheeling point. One dealer at Athens, Georgia, has the field to himself and a good man in charge of the bicycle department in Mr. Nicholson. His line includes the Smalleys, Columbias, and Raleighs. At Chattanooga, cycling is taking a great hold, and the Kirby Cycle Co. is new in the field with the Fowler and Smalley in their line. The Graham Cycle Depot have the Lu-mi-num, Hartford, and Western Wheel Works lines and W. G. Morgan has the Victor. At Sherman, Texas, E. W. Hope is looking for a great business this coming season. He is interested in the proposed tour of the racing men through the country the coming fall and will look for a still greater interest in the sport at the beginning of another season. The trip of Allen & Sachtleben through the country on their tour around the world boomed the sport considerably.

There is a lively interest in cycling in Louisville and the dealers all look for a great season. Prince Wells is now located in his elegant new store, at 632 Fourth avenue, and with his riding school in full blast is booking orders daily as a result. Wells himself is no mean teacher and has a record of nine successful lessons in an hour, and with the fair sex at that. Here is the Louisville home of the Rambler, Cleveland, and Western Wheel Works lines and also of the Waverley. A fine large repair shop is

in full blast all the time in charge of an old Chicago repairer. Jefferis Bros. handle the Victor and Spalding lines, mostly to the local trade, and did well last season, selling over a hundred Victors. They have a number of orders booked for this popular wheel this season and have a crowded store all the time. Prince Wells has his store busy all the time and has a number of orders booked for the coming season, too. R. C. Wayne has the Southern line of wheels which he turns out himself, and with sales last season of over seven hundred wheels, is looking for much larger ones the coming year. He has a number of traveling men out and sells to the sewing-machine trade largely. G. M. Allison & Bro. have always handled the Columbia line exclusively and have only within the past week, to the surprise of all, taken the agency for the Central and Ben Hur lines. This firm handles type writers and did a good business with the Columbia line last season. Martin & Dressing are new in the trade and have Lu-mi-num, the Munger, and other lines for the year. G. M. Walker conducts a repair shop and handles a line of sundries.

MARTIN'S CYCLE SHOW.

For one man to run so successful a show as did H. C. Martin at Buffalo last week speaks volumes for that man's hustling abilities. The plan for a cycle show originated in this Buffalonian's fertile mind and he set about to put it into execution. With no outside help he advertised the exhibition, worked up public interest and aroused a deal of cycling enthusiasm in Buffalo, and incidentally advertised himself more than if he had bought the front page of one of Buffalo's papers. The show opened a week ago last Monday in "Martin's Church." At the start many of the other dealers laughed at the idea, but when the crowds began to come in they soon changed their minds and toward the latter part of the week were willing to take off their hats Mr. Martin and acknowledge that he had a long head.

Of course the Martin Special occupied the place of honor. The space occupied by this wheel faced both entrances of the building. Green bunting, flags, and potted plants added to the beauty of the space. To the left of the south entrance were six models of Columbias, shown by A. L. Pope and J. W. Hirst. M. F. Dirnberger was at the G. & J. stand and showed six Ramblers and the G. & J. tire. C. E. Pratt showed four high-grade and one juvenile wheel for the Syracuse Cycle Co. Sid Black, when he wasn't showing the good people of Buffalo what a fine trick rider he was, showed the line of wheels made by H. A. Lozier & Co. W. D. Cloyes represented the Warwick Cycle Co., while C. H. Funnell, of the Buffalo Tricycle Co., talked Envoy and Fleetwing. The Yost Mfg. Co. were represented by W. F. Dewey and F. D. Cable. Of course the tire people were represented. F. H. White and Thomas Henderson had everything pertaining to the tires, manufactured by the New York Tire Co., on exhibition. A. J. Nicolet was the able representative of the Eastern Rubber Mfg. Co. and made a fine showing. George Ducros had a large crowd constantly around the space occupied by the American Dunlop Tire Co. The Harris combination

wrench attracted a great deal of attention. The show would not have been complete without an exhibition of saddles, so C. J. Iven was there for Rich & Sager.

The different clubs had a separate night assigned them. The Press C. C. had Thursday night, the Ramblers Friday night, and the Wanderers and Columbias Saturday night.

Will Prevent Wood Rims Warping.

MILWAUKEE, WIS., Feb. 28.—The Julius Andrae Co. have invented a new metallic compound for coating wood rims and making them waterproof and warpless. The trouble with the wood rim has been that when it gets wet it warps. The Andrae company have been experimenting for some time, and has successfully tested their new process of coating rims. The metallic coating is placed over the wood rim about a thirty-second of an inch thick. The rim thereby becomes absolutely waterproof, and the weight of the coating is so slight that the weight of the wheel is increased by less than half an ounce. The new process of making waterproof road rims promises to become an important feature in the manufacture of bicycles.

The local dealers have decided to form a trade association, and will meet some time next week to perfect an organization.

Eastern Rubber Co.'s Business.

Mr. J. A. Barnes, manager of the Eastern Rubber Mfg. Co., of Trenton, N. J., writes us that his company are exceedingly busy manufacturing the Climax, Rex, road, and Cyclone tires. They are running their factory twenty-two and a-half hours per day, each change of workmen occurring after thirty minutes stoppage at 12 o'clock, noon and night, also at 6 o'clock. This is a splendid record for a company having been a little over one year in the business, with a large factory and most excellent workmen.



WASHINGTON'S BIRTHDAY AT THE HUB.

BOSTON, MASS., Feb. 24.—Unless all indications fail there will be a big business done in wheels in the city this season. Washington's Birthday is always chosen by the Boston dealers to open the season. This season was no exception to the rule, and there never has been such a crowd of inquirers as there was this season. If this means anything, Boston will see a bang up business, despite the calamity howls that are going up from all over the country on the state of trade. From early morning till the stores closed at night, the clerks were kept very busy showing wheels and explaining to question askers about their respective merits. B. B. Emery did not need to clean house to receive his guests. His new store was as spick and span as a lady's parlor. The Fowler wheels stand in the windows, and Mr Emery's enthusiasm will sell them quickly.

Pete Berlo has a commodious store on the row, and there is a different kind of a wheel in every section of his big plate-glass windows. He is making this year, as usual, a specialty of light racing wheels.

In the window of W. E. Sanborn, across the row, is the famous Stearns quadruplet, which attracted so much attention at the two recent cycle shows. It is quite a procession in itself, and takes up a great deal of room. Mr. Schaaf is in charge this year as last of the Boston branch of the Gormully & Jeffery Mfg. Co., and is making a decided hit by sending out invitations to the ladies' opening which he held February 22. There was music and appropriate decorations, and pretty girls in large quantity, and as to quality—well now come to Boston and see for yourself. The dear girls will surely ride the Rambler this year.

Stall and his wooden rims are up and in the fight again. You can't keep him out of sight very long at a time. He has just returned from a long business trip for the rims, and says that he is to get rich on them very shortly.

The Pope company did the elegant, as usual, and the novelty exhibits they showed attracted a great deal of attention. They have the World's Fair booth erected in the large salesroom at the right of the front entrance, and it is a thing of beauty and a joy forever. Then there is a buggy equipped with pneumatic tires and several such novelties that make this store such a vastly entertaining and interesting place to the wheelmen.

There is a new face on the row, and they make the Orient which seems destined to push its way into fame and favor. It is made by the Waltham Mfg. Co., last year known as Sidwell & Saben. They are also agents for the Majestic wheels. Mr. Metz, formerly designer for the Union company, is connected now with the Waltham people.

Mr. Carle P. Cubberly is the manager of the bicycle department of Stevens, Freeze & Co., and has the agency for the League Chainless safety and the Eagle, both of which he says confidently are bound to sell, and sell well.

Take it on the whole there is a cheerful confidence on the part of all the dealers which looks extremely well for the coming year.

Quakers After Ramblers.

PHILADELPHIA, PA., Feb. 26.—Nothing of a very interesting nature has occurred in local trade circles during the past fortnight, but considering the condition of the weather the sales have been fairly satisfactory to all. John A. Wells, the efficient manager of Charles F. Smith & Co., states that they have orders on hand for a large number of new Ramblers, but have not as yet been able to get a sufficient stock from the factory. They even delivered their two samples of their No. 8 to parties who were getting impatient. Mr. Wells says that they have been selling the Nos. 3 and 4 patterns steadily at the reduced price of \$105, buyers naturally preferring these to cheaper wheels at a standard price.

The Curtis-Child Co., it is reported, has built up a very nice trade in Coventry, England, for its famous Solid Comfort saddles.

Philadelphia's Cycle Row is steadily on the increase and a new addition was made recently when F. Donlevy, who is located next door to the Overman Company's branch on Arch street, took the agency for the Derby. The services of Abe Powell have been secured to push the wheel before the public.

The Gendron cycles, in addition to their other lines, will be handled by the R. C. Wall Mfg. Co. during the coming season.

C. Pharo & Co., of 2315 Spring Garden street, are turning out a number of high-grade wheels during the dull season at the low price of \$100.

The reception which was to have been given to Victor riders only, by the Overman Wheel Co. at their Philadelphia branch, 835 Arch street on February 22 was postponed until Thursday, March 1. On the latter date the guests will be given a cordial reception and shown over the new quarters of the company. Refreshments will be served.

National L. A. W. Meet at Denver, Colo.

While it is true that the racing board of the L. A. W. have not decided as yet the date on which the League meet will be held at Denver—as per instructions at the National Assembly at Louisville—it is true that the West Shore R. R. have already decided that they will leave nothing undone to care for the interests of the wheelmen and their friends who desire to attend the meet above referred to. The West Shore R. R., in conjunction with its connections—the Fitchburg R. R. from Boston, the Nickel Plate R. R. from Buffalo, and the Rock Island Route from Chicago—will run through sleeping and dining cars for the accommodation of all wheelmen who anticipate attending this meeting.

AN ANATOMIST'S OPINION.

The use of the bicycle as a means of exercise ranks, in my opinion, as foremost among the beneficial forms of exercise that may be taken, says a writer in the *International Journal of Surgery*. It ranks equally with horseback riding, rowing, swimming, and is superior to walking; besides this it is a means of rapid transportation and forces the rider into the open air. It is an active exercise that can be proportioned to the weakest and the strongest. He who desires vigorous exercise can obtain it. No one can ride a bicycle and not have his thoughts taken out of himself, and at the same time have his attention pleasantly engaged.

After a careful study I believe the following to be its effects in health: Under moderate, sensible use the perspiration is not increased, but deepened; the heart beat slightly increased, and the blood by these means and the alternate contractions of the muscles receives a larger proportion of oxygen and is more evenly distributed over the body, preventing congestions. The effete materials in the tissues are rapidly removed, and oxidation, which is essential to health, is more perfectly performed. Upon the stomach and the intestines there is a secondary but noticeable effect, viz., increased digestive power with increased capacity for food. This in its turn enriches the blood. The increased circulation of blood above mentioned gives additional material out of which to manufacture gastric juice. Upon the liver its effect is not so noticeable, though the writer is inclined to believe it is similar to that of the stomach, viz., increased functional power.

Upon the muscular system it has a direct effect, increasing their size, their hardness and power. Secondarily it trains the great spinal centers to perform complex movements and acts as a balance to over spinal action; gives increased co-ordination with lessened expenditure of nervous force. The acts become automatic. Its effect upon the brain is of great benefit. It develops the motor area of the brain and in it permits of a combination of intricate muscular acts. Again, take a man who has exercised his intellectual faculties to the utmost and has, as a consequence, increased circulation in the intellectual area of his brain. By means of his muscular improvements and by bringing into play the muscular and emotive centers of his brain he changes the force and direction of the cerebral blood current, relieving and resting the hard-worked intellectual centers. And, lastly, it gives that elasticity and carriage, that solidity of gait, which bespeak the healthy individual, while his expression, animal spirits, and rosy complexion are in very great contrast to the uncertain movements, sickly smile, pale, pasty, greasy-looking skin of the recluse and overworked man.

There is one thing against which I wish to take an unquestioned and decided stand—that is, the incorrect position assumed by many riders. This position is the resultant of a compressed vanity, or lack of knowledge, and has caused much unfavorable comment upon the silent steed.

The correct position is that of a modified position of the soldier—a position of command, grace, and perfect muscular control. The rider should have his handle-bars so adjusted that when he sits perfectly erect the palm of the hand rests upon the bar without tension upon the arm muscles. The arms should be comfortably extended, and the trunk as far as possible held erect without being stiff. The legs can then be extended with comfort, and without interference with the return circulation from the lower limbs. If one will stand perfectly erect, the arms close to the body, the forearm fixed at right angles, and the lower limbs separated about eight inches at the heels, he will understand thoroughly what I mean by a modified position of the soldier.

The Palmer-Lozier Case.

EDITOR THE BEARINGS: An item going the rounds of the cycling press entitled "Lozier vs. Palmer" is misleading, and in justice to Mr. Palmer should be corrected. The facts are these: Mr. Palmer has a number of patents under which the Palmer tire is made. Among them is the patent of March 7, 1893, having eight claims. Huss has certain patents relating to the Cleveland tire, controlled by Lozier. The Cleveland tire is very different from the Palmer, as every one knows. Seven months after Palmer's patent of March 7, 1893, issued, Lozier and Huss filed an application, copying a part of the description of Palmer's March patent, and copying the first three claims, and asked for a patent, which of course was refused, as the same thing had been patented by Palmer. An interference was declared which will probably not be decided for a year or more, and however the decision may go it will not in any way affect Palmer's right to make his tire, and will not give Lozier the right to make the Palmer tire. It will simply decide whether Lozier can make the Cleveland tire without infringing the Palmer patent. Should Lozier or any one else without license make Palmer's tire, he will be sued for infringement.

Please give this card the prominence which has been given to the previous item, and greatly oblige

Yours very respectfully,

DYRENFORTH & DYRENFORTH,
Attorneys for Palmer Pneumatic Tire Co.
CHICAGO, ILL., Feb. 21.

The "Arrow."

The reputation made last year by the Arrow, manufactured by the Century Cycle Mfg. Co., of Indianapolis, has made it a ready seller this year, and the Century people have their hands full to fill the orders that are pouring in from all parts of the country. The Arrow is as fine a road wheel as has ever been turned out. It will be remembered that Waller rode a twenty-three-pound Arrow from New York to Chicago and the wheel came through without a single mishap.

Eastern Rubber Mfg. Co.'s Tires are the Best in the World.

*The Lightest Racing Tire in the
World.---How they beat Uncle
Sam.*

"Are you interested very much in this question of how light pneumatic tires can be built?" asked J. A. Barnes of me recently when I ran across him in the train bound from Trenton to New York. I told him that the whole idea of cycling, and the construction and equipment of wheels now seemed to have settled down to a single question of how light they could be made, and that so long as such a condition of affairs existed, naturally, I was interested in knowing just how much the weight of the tire could be reduced.

"Well, I'm in the tire business to give the people what they want, even when they want what is not good for them, so as soon as I found that with many riders it was purely a question of weight, not worth, when it came to choosing a tire. I determined for my own satisfaction to see just what I could do in the way of lightness. The result of my labors is the 'Imponderal' pneumatic, which is lighter than air—yes, my boy, lighter than air."

Then Mr. Barnes smiled and looked at me out the corner of his eye, evidently expecting me to succumb under the shock. But I did not. I have grown used to strange tales in this tire game and bore up remarkably well, even under this very strange one.

"It's a fact, my boy. You know I would not tell you any thing that was not true, don't you?"

I am afraid my assent to this question was not very forcible, for my companion went at once to proving the truth of his claims for that wonderful light tire of his.

"I mailed you a sample of the Imponderals just before I got aboard the train, I am sorry now that I did not bring them with me, because I am afraid you kind of doubt what I am telling you about this tire."

Now that gentleman was an advertiser in my paper. What was I to do? Tell him I did not believe in the existence of any such tire or make out that I did and let him go away with the idea that I was a greenhorn, simply because I hailed from Philadelphia? Ah! an excellent idea comes to me. How, I ask him, do the post-office people know what to charge you for postage, if the Imponderal tire is, as you claim, lighter than air?

"Why, my boy," answered Barnes, with a kind of commiserating look, "that's one of the greatest advantages of the Imponderal. The post-office people pay me. I got eight cents from them this very morning for that set of tires I mailed you."

They were coming pretty strong. I didn't like to dodge, and I didn't want to be downed; breath and energy enough to make one more effort, by asking the tire maker from Trenton if the Government didn't object to such a peculiar way of conducting its business.

"Well, they did kick a little at first," answered my companion. "They say it is something new and likely to be rather expensive when I begin shipping a thousand pair of tires per day, as I expect to when my new factory is completed. But what could they do? The whole thing is clear as mud, by their own rules. If I send a package which weighs a pound more than nothing, I pay at the rate of a half-cent for each of the sixteen ounces, don't I?"

I nodded an assent.

"In other words they get eight cents of my money, so, of course, if a package weighs, like those tires do, a pound less than nothing, I am entitled to eight cents, am I not?"

I never answered. I was in a trance and couldn't reply. When I came to I was in Jersey City, and my companion had left me. I wonder if that gentleman from Trenton wasn't taking a mean advantage of Quaker innocence.—"Sporting Life."

MANUFACTURERS,

JOBBERs, RETAILERS, and

REPAIR MEN

SHOULD SEND US THEIR NAMES

AT ONCE FOR OUR

New Low Price List...

...ON...

CLIMAX,



REX ROAD, AND

CYCLONE TIRES.

Your name is valuable to us, but unlike some other manufacturers we will not send you a cheap chromo in return, but prices that will save and make you money.

You have not seen them.

ADDRESS. . .

EASTERN RUBBER MFG. CO.

MENTION THE BEARINGS

TRENTON, N. J.

ENGLISH TRADE NOTES.

LONDON, Feb. 10.—The Maltby tire is apparently going to catch on to some extent, and I hear that several good men intend to give it a trial when the racing season is in full swing. The tire consists of what is practically an old-pattern Dunlop, that is, one that is fitted to the rim by canvas. It is, however, somewhat compressed by a steel band which passes round the entire circumference of the wheel, the band being smaller than the tire would be when properly inflated. The steel is in the outer cover and the latter therefore presents a somewhat flat surface to the road. Punctures are of course completely guarded against by this arrangement so far as the air tube is concerned, but I fancy that the hard metal backing will cause the rubber of the cover itself to be more cut than would be the case in a tire of the ordinary pattern. By all accounts the tire is very fast, and the proprietors are, I hear, already doing a large trade. The absence of side slip is a great point and is attributable to the flat surface already described. Mr. Maltby, the inventor, is an old cyclist, and I wish him every success with his venture. A. C. Edwards is, I am told, quite in love with this tire, and U. Lambley will ride it in the Surrey cup race, so that we shall probably see what it can do at an early date.

Trade Prospects in the Midlands.

A friend of mine who has been in the Midlands during the past week or two writes me that things are improving rapidly so far as trade prospects in that district are concerned. In several instances a lot of old stock, which has for years been much overvalued, has been set down at its proper worth, and many of the bigger houses, which have naturally suffered most in this respect, are really in a sounder financial position at the present time than they have been for several seasons. By the way, it is curious to notice how much Birmingham has picked up lately as a center of the cycle trade in this country. It is now quite a formidable rival to Coventry in this respect. Perhaps the Whitworth Co. may in some measure account for this, for they are no doubt doing an enormous trade at the present time. So are the St. George's Engineering people and one or two other Birmingham houses.

The Fenner Front-Driving, Rear-Steerer

is one of the novelties of the year over here, and it is certainly a curious looking machine, though it appears to be by no means ugly. As is pretty well known from the show reports, it drives the front wheel and steers with the back, but as the head is in the center of the machine I should rather class it as a central steerer than otherwise. It is claimed that the machine is very fast, though why it should exceed the safety in speed I do not pretend to say. As the pedals and saddle never vary their relative positions, I am inclined to think that it may be faster than the front-driver proper, but I should not like to commit myself on this point without actual trial, which I shall hope to have shortly.

The Tire War in England.

An immense amount of interest among tire manufacturers is centered in the result of the action which is being brought by the proprietors of the clincher tire against Messrs. Chas. Macintosh & Co. for alleged infringement of their patent. It does not, I am told, come on until about the 16th inst., and the result is awaited with no little anxiety by several firms. Gormully & Jeffery and the Nedderman people are perhaps the most interested, but one can never say how a case of this kind may turn out. We can but wait and watch. Personally I hope that no more monopolies will be formed; they may be all right for the tire companies but they are ruinous to the trade, by which I mean the cycle trade itself.

Continental Trade Excellent.

So far as can be judged at the present time the continental trade for this season is likely to eclipse anything which has been heard of in this respect in previous years. This all means cash to the trade, but perhaps in the end may not be such a good thing as it appears at first sight. Still, so long as the continental firms are content to buy of us, we have, I suppose, no cause to complain. One thing, however, should not be forgotten and that is that foreign orders do not as a rule show such profits as those obtained here. Then again, I clearly foresee the day when continental firms will more than be able to supply continental orders. Then what will happen? Who knows but what we may yet have to ride cycles labeled, "Made in Germany."

Small Firms in a Bad Way.

I hear that several of the smaller firms are in a bad way, in spite of the fact that the larger houses report good business, and I am rapidly coming to the conviction that much of the present difficulty in regard to prices is due to the action of the tire companies, which maintain their prices and so put a far heavier tax upon the trade and riders alike than should be the case. The golden days of the cycle trade are over and its future position depends, like that of any other industry, on the laws of supply and demand. The cutting of prices means perhaps a certain apparent increase in demand but in reality this is not the case; it is only the effect of a stimulant applied at the time and the reaction will inevitably come sooner or later. Were a real reduction on reasonable lines arrived at, the demand would be increased without the disastrous effects to which I have alluded. That a very great fall in prices could be effected if the various tire companies would be content with less, no one can doubt, but it seems that so long as they can obtain the present figures things must go on as they are. Nevertheless I think the policy is shortsighted in the extreme; there is such a thing as killing the goose which lays the golden eggs.

The Palmer Tire.

There is evidently going to be an immense run on the Palmer tires this

season, and although there have been several ugly rumors put about as to the likelihood of puncture, I have as yet heard of no authentic case where anything very serious has happened. Personally I think that the tire is a very fine one, and such is my confidence in it that I am having it on my own mount. Probably many of the rumors against the tire might be traced to their source if the company thought it worth while—at least so I am told.

Aluminum Bicycles.

The subject of aluminum for cycle construction is again agitating the minds of several people over here. Several wonderful alloys were exhibited at the shows, but up to the present nothing more has been heard of them. I suspect that the same old difficulties have intervened and that we must still wait and hope for cycles weighing but a few pounds. It is certain that none of the leading manufacturers here think the matter worth their serious consideration. The difficulty of joining the metal seems to be the great drawback at present, in addition to which I do not think that any of the alloys yet exhibited have had sufficient "life" in them to answer the purpose of tubing in a cycle frame. I may be mistaken in this view, but it is confirmed by one of the best engineers in the cycle trade, who is quite positive that nothing invented up to the present can in any way equal steel. Therefore I suppose that the aluminum question will now drop until next winter, when it will doubtless once more be trotted out much in its old guise.

WILL O' THE WISP.

LATE CATALOGUES REVIEWED.

A dainty little woman dressed in rational costume adorns one of the pages of Ames & Frost Co.'s catalogue. Looking at her one wonders why all the lady riders do not adopt the costume. If the ladies all looked as well as this charming young lady does we would see the rational in universal use. The catalogue itself is well worthy of perusal, and the '94 Imperials are certainly up to date in every particular. We described the Imperial line in last week's issue.

A well-printed catalogue is issued by the Lamb Mfg. Co. The pamphlet is up to date in every particular and is fully as interesting a production as any issued. The Spalding and Credenda bicycles have caught on wonderfully well and the present prospects for the coming season are bright indeed.

The Fenton Metallic Mfg. Co.'s catalogue is probably the smallest and neatest issued. But it is, to use a slang phrase, a "daisy." The Fenton line this year consists of a nineteen-pound racer, listing at \$160; a road racer weighing twenty-five pounds and listing at \$150; a light roadster weighing twenty-seven and one-half pounds, listing at \$125; a thirty-two pound full roadster, listing at \$125, and a lady's wheel weighing the same as the full roadster and selling at the same figures. The Fenton people also make the Kangaroo, built on the lines of a Giraffe, but a great deal handsomer in appearance.

Three different styles of oilers and two oiler holders are illustrated and described in Cushman & Denison's catalogue. Then there is any number of testimonials from all parts of the country, testifying to the good qualities of Cushman & Denison's output.

Four patterns of the Sunol, two of the Hercules, and two of the Stella compose the line of wheels of the McIntosh-Huntington Co., of Cleveland. Those desirous of seeing a handsome catalogue should send for the one issued by this firm. It is complete in every detail and very interesting.

A purple and white cover with half-tone portraits of Security bicycles make the catalogue of the Sieg & Walpole Mfg. Co. a beauty. The "great cash bicycle house" is forging rapidly to the front through the hustling of the energetic members of the firm, and if the Security does not catch on this year it will be because there is nothing in advertising.

The Grand Rapids Cycle Co. evidently spent a good deal of money on their catalogue this year. The frontispiece is a beauty. They have a novelty in the cut line. Their twenty-five-pounder is drawn in white on a black background, which gives a very pretty effect.

The Warman-Schub Cycle House, Chicago, have issued a very neat and tasty catalogue. Intending buyers should send for one of them.

Fifty-five letters from the leading cycle manufacturers testify to the merits of the steel balls made by the Simonds Rolling Machine Co., of Fitchburg, Mass. These testimonials form the '94 catalogue of this firm and are interesting reading. The Simonds company make steel balls for bicycles, carriages, baby carriages, steam-car bearings, street-car bearings, turntables, cranes, etc. Their balls are also used in the bearings for revolving the dome of the Lick Observatory.

The Eagle of 1888 and the Eagle of 1894 are shown on the second page of the Eagle Bicycle Mfg. Co.'s catalogue. The difference between the two wheels is startling and one can not help noting the improvements made on the Eagle in the six years. The catalogue itself is fully as fine a one as the Eagle people have yet issued.

We are also in receipt of catalogues from Loyd, Read & Co., of Coventry, Eng.; Avery Planter Co., of Kansas City; Hart Cycle Co., Philadelphia; the Knapp-Spalding Co., of Sioux City, Iowa, and the North Pacific Cycle Co., of Portland, Ore., and Tacoma, Wash.

Huzelstein, the French racer, has not been seen lately. It is said he is busy with two things equally important. He will probably be married at the end of March, and he is finishing an extraordinary tandem for the Paris Cycle Exposition, a tandem whose driving wheel is in front, and whose total length is only four inches longer than the common safety.

CONSULTATION..

Another Stir in the Market!

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Eagle Aluminum Clincher Rims!

THEY GIVE IT UP!

IT CAN NOT BE EQUALED.

We give You the Lightest Weight Reliable Rim in the
World, Fitted with Clincher Tire !

Talk is Not Argument!

See and Believe!

The **Eagle Bicycle Mfg. Co.**

TORRINGTON, CONN.

MENTION THE BEARINGS

TRADE IN TEXAS.

It Looks as if there Would be Considerable Business Done—Some of the Changes in the Trade.

SAN ANTONIO, TEXAS, Feb. 25.—In an article on the trade outlook here it was stated that prospects had never been brighter, and what has transpired since that time carries out that belief. Although the season has been very backward in some portions, particularly so in southern Texas, it is now sufficiently advanced to assure the fulfillment of the hopes of the Texas dealers. Dealers who were early to get their sample lines in are now reaping the benefits derived from being early on the ground. That competition is the life of trade has been plainly illustrated, and at points where new cycle stores have been started with nice, clean, new stocks, not only have they begun to get a share of the business, but the old stores have cleaned up, made a renewed effort, and as a result the prospects are that both firms will do as much as either would have done if one had continued with a monopoly.

Wheels that were popular last year continue so this season, and most of the riders who were mounted on the popular '93 wheels who are changing their mounts, are ordering '94 models of the same makes. This will put an extra large amount of second-hand wheels on the market, but the renting business, which is now becoming one of the most important features of all, exclusive of cycle stores, will use up no small number of these second-hand machines at a few places.

No little trouble is already being experienced by dealers in getting wheels fast enough. Manufacturers who announced as early as January 1 as being able to ship promptly are already behind two weeks, and in some cases longer. These delays are very unsatisfactory to the dealer, and I know of one dealer in particular who lost last season in the month of January no less than ten sales on account of his inability to fill orders within a reasonable time. In several cases customers were compelled to wait as long as six weeks.

It is certainly to be earnestly hoped that the long delays for this season will be a very rare thing. The weather since the first of the year has been bad, and there is every indication of a very late spring. The principal selling months in Texas are, generally, February, March, and April. May, June, and July are also good months, but three-fourths of the year's business is done in the six months named, with possibly in some locations, two-thirds in the first three months. Consequently those manufacturers who are first on the ground with the patterns for the new year, generally reap the most benefits. The interest in cycling, which has heretofore been largely confined to what used to be called the "electric light cities," viz.: Dallas, Waco, San Antonio, Austin, Houston, Galveston, Fort Worth, Sherman, Denison, and Gainesville, is now branching out, and the past season, in one small place of 2,500 inhabitants, not less than 150 wheels of all grades and conditions, with the number of high-grade wheels in the strict sense of the word very limited, were sold. From that same point the Texas representative of one of the manufacturers included in the big three, has received no less than ten separate applications for that agency, including two hardware stores, two doctors, one newspaper editor, and five scattering applications from the "most prominent" wheelmen. (?)

There are about seventy-five Texas towns and cities, outside of those mentioned above, in a majority of which there will be quite a number of wheels sold during the coming season, and if the numerous traveling salesmen whom reports have it are now pointed this way, expect to do much business, they will have to branch out and work up some smaller business. To the "phenomenal order" salesman, this will be a somewhat bitter pill, but it will be the only way to really do any legitimate business. All of the principal dealers have placed their orders for '94 high-grade wheels, or else have agencies in which they feel secure, and, knowing the demand for that line of wheel, will not place even sample orders for others. There is still an opening for medium-priced wheels, and a good line like the Western Wheel Works, Indiana Bicycle Co., or Featherstone's line, would doubtless find many good orders among the larger dealers.

Among the recent changes in the larger Texas firms we note the following: Mr. Chas. H. Thacker, of Southern League fame, who hailed from Cleburne, has returned to Waco, which was originally his home, and purchased an interest with W. A. Parker, and will in future devote his talents to the Waco cycle trade; Covey Bros., of Dallas, have purchased Mr. Lake's interest in the Dallas Cycle Co., and that firm will hereafter be known as the Covey Bros. Cycle Co., with Mr. E. R. Covey as manager. The firm of H. D. Spore & Co., at Houston, composed of George W. Sims and H. D. Spore, was dissolved on the first of the year, Mr. Sims retiring and C. L. Reiersen succeeding Mr. Sims in the partnership of the business. He will have the management of the firm's local business, while Mr. Spore will devote the larger portion of his time to the interest of the Gormully & Jeffery Mfg. Co., whose south-western representative he is.—"LONE STAR."

New York Trade.

NEW YORK, Feb. 25.—The new branch store of the Overman Wheel Co., located at 23 Warren street, is as yet not complete as far as the decorative details are concerned, but business is rushing as usual. When completed the artistic effects bid fair to outshine anything in the way of beauty in the city. W. C. Overman is manager of the New York City branch, and has as an able assistant, Chas. H. Walker. There will be a competent corps of salesmen when the place is in fair running order. Victors and accessories will be exclusively handled and, beyond a doubt, the popularity of this ster-

ing good wheel will be enhanced greatly by the new store and the affability of its manager. The basement will be used for storage and repairs.

Elliott Burris reports a continual increase in public attention to his tire, Simplicity 47. As a means of introducing the tire more widely among the cycling community, he offers to rebuild the wheels of any bicycle complete—tires, rims, and spokes—for \$25. The new departure is creating no end of interest throughout the vicinity.

Chas. W. Price, formerly of Milwaukee, but now a full-fledged Gothamite, started out in the employ of H. A. Lozier & Co. on Tuesday last. He will cover the New England territory. His general appearance and suave manners should make his trip a prosperous one.

On Monday last Theodore F. Merseles began his labors as assistant manager of the eastern office of the Western Wheel company. He talks Crescents to all callers like a veteran at the business and will undoubtedly prove himself invaluable to the company as an able and worthy member of their working corps.

Mineral Oil the Best for Bicycles.

From the French: Nearly all oils of animal origin quickly become rancid and thick, run with difficulty and form a thick black paste mixed with the metallic portions of the piece it comes in contact with. The vegetable oils—colza, olive, palm, etc.—are not much better for bicycles, and really the best are the mineral oils that do not change for a long time, that are always thin and form no gum. The choice of good oil depends on the hardness and character of the pieces to be oiled. Some oils will attack the metal in place of protecting it.

M. & W. in their New Factory.

Morgan & Wright entered their new factory this week. Only the large machinery was started, but in another week a full force of men will be working. The present output will then be doubled, it is said. Even then it is doubtful if the night forces can be taken off, so rapidly are the orders for this popular tire piling in. At the present time the forces work night and day in the old factory, and the output is in the neighborhood of a thousand pairs a day.

G. & J. Will Build a Tandem.

Since the advent of the Rambler Triplet, which has been well received by wheelmen throughout the country, the Gormully & Jeffery Mfg. Co. have had considerable call for a tandem. They will put one on the market within a few weeks which will weigh fifty pounds and will list at \$200. The machine will be suitable for use by a lady and gentleman, the lady occupying the front seat.

Another Comet!

This one has a golden tail.

DEALERS

write today for our March catalogue and record-breaking prices—for cash—on our new line of special

Western Wheel Works Bicycles

The best cheap wheels on earth, and the

FAMOUS "SECURITY" HIGH-GRADE BICYCLES.

We sell for cash only, and if you get our prices you will be glad to invest. Secure our agency. It's a bonanza. Write for the news.

Sieg & Walpole Mfg. Co.

285a Wabash Ave., Chicago.

THE GREAT CASH BICYCLE HOUSE.

Mention The Bearings

Too Many Wheels at Kansas City.

KANSAS CITY, Mo., Feb. 25.—The local cycle trade which, from the first auction sale last August, has been absolutely dead, is now showing some signs of resuscitation. Within the last week or two representatives of almost every manufacturer of importance have been in this city and agencies have been placed for a larger number of high-grade wheels, it would appear, than future demands of this market will justify. The list includes the Sterling, Rambler, Stearns, Columbia, Ariel, Fowler, Cleveland, Imperial, Premier, Lyndhurst, Road King, Temple Special, Gendron, Falcon, and Remington. Mr. R. B. Abbott, of the Raleigh company, is here today.

The J. H. Brunner Hardware Co., who have been in business here for many years, will take up bicycles this season for the first time. They have secured the Rambler and the exclusive agency for the Western Wheel Works. The Midland Cycle Co. have the Falcon agency and are negotiating for another high-grade wheel. W. W. Egnew, successor to W. D. Womach, will sell the Imperial. J. F. Schmelzer & Sons had half a dozen agencies last year, but this season they will confine themselves to one high-grade machine only, the Columbia. It appears that several parties have been offered the Stearns agency. C. H. Rebeusheik & Sons have secured it. Lambert & Co. (comprising E. J. Lambert and C. Kindevotter) have the Lyndhurst.

All the dealers, wholesale and retail, except the Brunner company, will sell Featherstone's goods in medium grades.

H. R. Warren, of the Avery Planter Co., has just returned from a trip to Topeka, Atchison, and Saint Joseph, and will start out again in a day or two. He carries samples of the Sterling, Fowler and Temple Special.

**THE BEST OILER IN THE WORLD IS THE
"PERFECT" POCKET OILER**



(Half Size.)

PRICE, 25c. EACH.

This oiler does not leak. Regulates supply of oil. It has won every test in competition with other oilers. Used by the leading makers of high grade wheels. Be sure to get a "PERFECT."

"STAR" OILER.

Second to none but the "Perfect."

PRICE, 15 CENTS EACH.



Half Size.

OILER OR PUMP HOLDERS, 25c. EACH.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

BUILT WELL UP FROM THE GROUND.

THE
Temple Special

JUST THE WHEEL TO BUY.



Ralph Temple Cycle Works,
158 22d St., Chicago.

Mention The Bearings

SADDLES. LAMPS. TOOL BAGS.

WE ARE MANUFACTURERS OF

SADDLES—new styles—comfortable.

TOOL BAGS—an assorted line of novelties.

LAMPS—best and cheapest made.

PUMPS—rapid inflating—most effective.

We are prepared to send samples to manufacturers and dealers and can quote unheard-of prices. We want your business, if quality and prices can get it. Correspondence solicited.

GORMULLY & JEFFERY MFG. CO.

222-228 N. Franklin Street, CHICAGO.

Mention The Bearings.

Daniels Did Well.

W. S. Daniels, of the Marble Cycle Co., was at Louisville during the days of the Assembly. He had just returned from the south, where he succeeded in placing agencies in nearly every place visited, in fact had placed his wheel in all but two of the cities visited. He saw early in the trip that it would be impossible to sell in the smaller places because of the hard times. As far as he went he was well pleased with the outlook and reports the trade promising. He says that there are many who return from the south without placing orders, but that this is due to their inability to give prices necessary to compete with a certain high-grade wheel which is well planted in that country.

Prince Wells' Store.

Prince Wells' store, at 632 Fourth street, Louisville, was visited by all the delegates to the assembly. Prince is now located in the finest cycle store in the city. The building is three stories and basement, 38 x 100 feet, and is elegantly fitted up. In the basement he has a riding school which is well filled at the present time. He has sold a large number of wheels for the spring delivery through his riding school, as none of the other stores of the town have a school. Ramblers, Clevelanders, Waverleys, and Western Wheel Works goods are handled, and when it is said that this lively dealer sold no less than 1,200 wheels the past season, high and medium grade, an idea of the business done may be gained.

TRADE GOSSIP.

The Avery Planter Co., of Kansas City, Mo., are selling quite a number of Temple Specials.

H. K. Kasten & Co. have secured the Milwaukee agency for the Stearns and will handle it this season.

The Gendron Iron Wheel Co. has discontinued all its branches and all mail should be sent to Toledo.

The G. C. Cribb Co., of Milwaukee, have been reorganized and will deal in agricultural implements and bicycles.

F. J. Osmond has invented a new method of steering tandem safeties from the rear seat, entirely obviating connecting-rods.

W. C. Johnson, formerly of the Big Four Railroad at Goshen, Ind., has succeeded E. H. Wilcox as secretary of the Ariel Cycle Mfg. Co.

The Curtis-Child Mfg. Co. write that they have received so many orders for their steel saddles that they can not ship them all immediately, but that each order will be acknowledged the day it is received and will be filled in rotation.

The Marion Cycle Co. shipped 100 wheels last week. They are now doing a good business, from fifty to one hundred wheels being sent out weekly.

H. B. Davis & Co., Ltd., of Toronto, are increasing their business greatly. They will handle for the approaching season the New Howe, Rudge, and Humber wheels.

R. W. Slusser has been meeting with great success in whatever territory he has gone with the line of the Shapleigh Hardware Co., of St. Louis. He was lately seen in Chattanooga, Tenn.

The stars and stripes were run up on the flagstaff of the new eight-story factory of the Gormully & Jeffery Mfg. Co. on Washington's Birthday, upon which day the factory was completed and first occupied.

T. Cartwright, of the Warwick Cycle Mfg. Co., was in Chicago this week, and if it should happen that a good deal could not be made for the handling of the Warwick wheels in this city the company may decide to open a branch house here.

George N. Jordan, who has been making a trip for the Royal Cycle Works, has met with unexpectedly good success in his efforts to dispose of wheels. He was in Louisville at the time of the National Assembly meeting and succeeded in placing an agency.

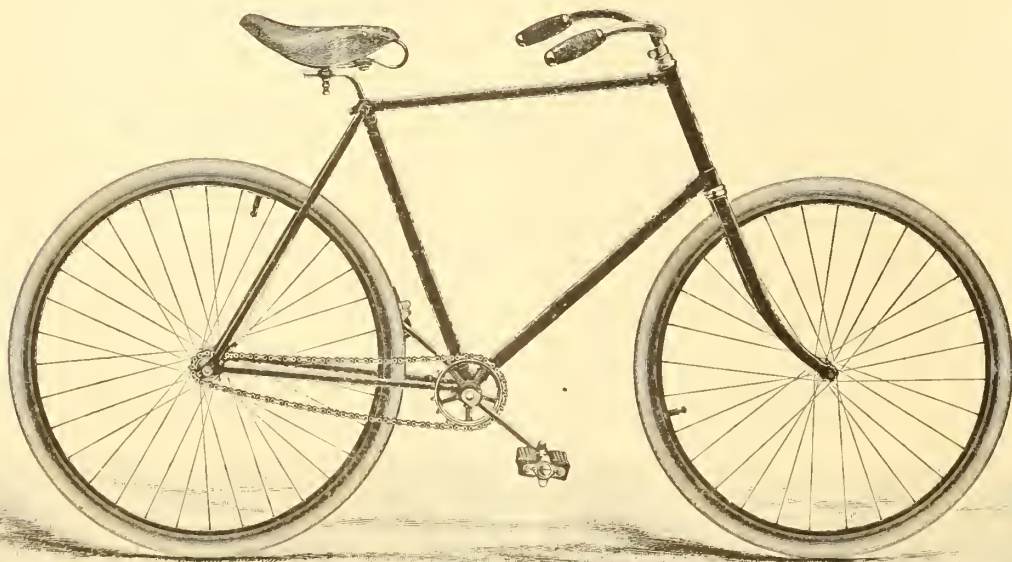
Mr. William S. Thorn, Jr., of the Red Star Mfg. Co., spent a few days in Chicago last week booking orders for the Red Star Solid Illuminant for bicycle lamps and other Red Star specialties. He is homeward bound now, pretty well satisfied with his three weeks' trip in the west.

W. "Smalley" Daniels, of the Marble Cycle Co., has spent the last four months in the south and reports trade good so far. He said, "The other day I stood on the top of Lookout Mountain and looked over the prospects for trade in seven states and am happy to report that it is excellent."

Frank T. Fowler has had quite a successful trip through the south. He has just closed a contract for sixty-five wheels with the Kirby Cycle Co., of Chattanooga, Tenn., a firm with a rating of from \$500,000 to \$750,000. A Fowler boom has been started in the southern city, and Mr. Fowler predicts that more of his wheels will be sold there than all the other high grades put together.

The following Raleigh agencies have been placed by W. M. Perrett: A. O. Oery & Son, Boston; W. A. Butler, Syracuse; Geo. F. Lutz & Son, Buffalo; Collister & Sayle, Cleveland; A. L. Baker & Co., Columbus; Chapman Hardware Co., Toledo; T. B. Rayl & Co., Detroit; Stone & Bell, Ypsilanti, Mich.; Jackson Cycle Co., Jackson, Mich.; G. K. Evers & Co., Kalamazoo, Mich.; J. E. Poorman & Co., Cincinnati.

The VIGILANT TRIBUNE



A clipping from
"Cycling Life" eb.2:

"Fine \$100.00 Wheels."

"It is a strikingly curious fact that at the second show, as at the first, there were exhibitors in number of exceedingly fine \$100.00 wheels. Indeed to such a point of excellence has this type of wheel been brought that many argue that the day is not far distant when it will be the ruling price for all high grade machines. If one cares to examine the materials which enter into the construction of such a machine as the BLACK MFG. CO., of ERIE, PA., offer, he must confess that if such a wheel can be built and marketed for a profit, the prophecy is not far astray, for the cones and cups and minor parts are finished with the same degree of care as to tempering, etc., that is found in factories where guns are made."

The leading wheel in its class. Now ready for immediate delivery. Send for catalogue.

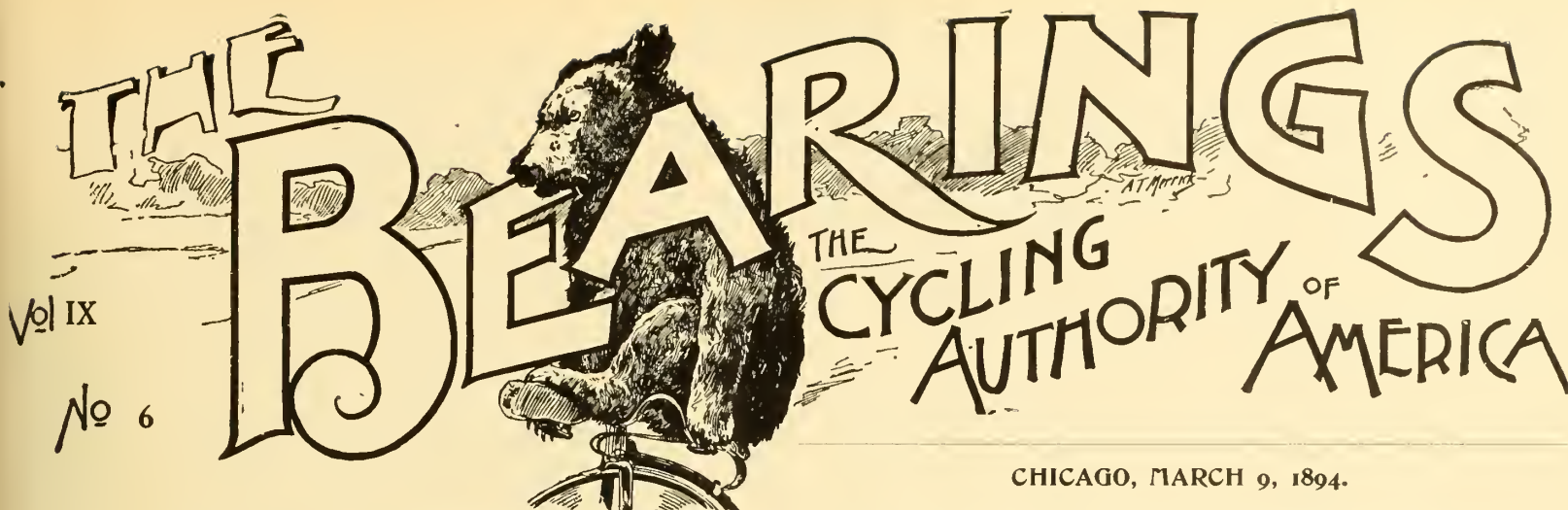
THE BLACK MFG. CO., ERIE, PA.

MENTION THE BEARINGS

THE BEARINGS

Vol IX
No 6

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, MARCH 9, 1894.

THE NEW L. A. W. BULLETIN.

The Contract Awarded to The Bearings Publishing Co.—First Issue to Appear Next Week—History of the Deal.

It remained for Chicago energy and enterprise, as exemplified by THE BEARINGS, to show the League of American Wheelmen the way out of the slough of despond. When the National Assembly adjourned it left the matter of providing League members with an official organ in the hands of the Executive Committee, with the recommendation that arrangements be made for the League to publish its own paper. The committee lost no time in getting to work. The members were face to face with a knotty problem. The League treasury was practically empty, and there were bills payable several times greater in the aggregate than the entire assets of the League. There would be no money worth the mentioning coming in before the first of May. It would manifestly, therefore, be impractical from a financial standpoint for the League to attempt to publish its own paper, even if it had men of ability and experience in the newspaper business to take charge of it, which it had not.

The company which had been publishing the paper in the past had lost money in the venture, and broke the agreement with the League on a technicality and refused to continue the paper except at a price that was far beyond what such a paper was worth. There were no others able and willing to give the League a paper worthy the grandest athletic organization in the world. The Executive Committee were in a quandry. It was at this opportune time that the Bearings Publishing Co. stepped in with an offer to furnish a paper on a reasonable contract. The company had shown by their work on THE BEARINGS which in four years they had placed at the very head of all the cycling journals, not only of this country, but of the world, that they were possessed of the business acumen, together with the required knowledge of newspaper work and the facilities for getting the news, that are necessary to make the paper a success from every standpoint. The committee at last saw a way out of the woods and were not slow to accept the proposition.

The paper that will be furnished to League members will not be THE BEARINGS, as many supposed when they heard that the contract had been awarded to the Bearings Publishing Co., but an entirely new, weekly paper, which will be known as the *L. A. W. Bulletin*. The new paper will be the same size as the old *Bicycling World*, but will be printed on far better paper, will be fully illustrated, and will contain all the important news of the day, well written and well edited. Six pages will be devoted to official matter of the League which will include, in addition to the regular amount of addresses, officers' reports, etc., such editorial matter relating to League affairs as will be furnished by the League through Secretary Bassett.

The balance of the paper will be devoted to the riding public, especial attention being given to matters that will particularly interest the League member. Trade topics will be entirely omitted from the new paper, and it will be unique as the only paper that does not devote a large share of its space to free "trade puffs."

The contract calls for the furnishing of the *L. A. W. Bulletin* to every member of the League free, and provides that no other publication shall be sent to League members. A \$30,000 bond is furnished by the successful bidders to provide for carrying out the contract.

LATE ENGLISH NEWS.

LONDON, Feb. 24.—At last the Stanley C. C. has made up its mind about the successor to Jack Dring as Stanley show secretary. On Monday last E. A. Lamb was appointed to the post, the other candidate being William Goddard, who was unsuccessful. Lamb has worked well for the big club during the last twelve years, having held various important offices. He will be well supported by his fellow clubmen, and should succeed in satisfying them by his work.

There was a crowded audience at the Society of Cyclists' meeting on Tuesday to hear

Miss Bacon's Paper

on "Rational Dress for Wheelwomen." The paper and the discussion were a complete success. *Bicycling News* contains a good summary of Miss

Bacon's remarks. The *Daily Telegraph* published a leader occupying a column on the subject of her paper on Thursday. The *Daily News*, *Daily Chronicle*, and other big journals have also noticed the paper.

The Lady Cyclists' Association's social evening at Queen's hall on Wednesday proved a brilliant function. Over 350 persons attended, the ladies' dresses making a brave show. A large electrically lighted salon with a polished floor comfortably held the big attendance during the concert and, when cleared of the seats, afforded a fine field for those bent on dancing. The lantern show proved very interesting. C. W. Hartung briefly described some thirty slides, showing

Various Forms of Rational Costumes

worn by lady riders of the day—for example: Miss Reynolds, Mrs. H. L. Clark, Miss Vant, Mrs. Bronson, etc. Miss Lillias Campbell Davidson ("Violet Lorne") received the many notable and representative guests on arrival, and during the evening made a short speech. The last two hours of the evening were devoted to dancing, and the whole affair passed off with the utmost success.

Last night Percy Low's

Annual Feed to Sandwich Men

took place at Store-street hall. Some 300 of the poor wretches who walk about in all weathers between a pair of advertisement boards were entertained to a first-rate meal, followed by beer and tobacco. The usual excellent entertainment occupied the evening, many well-known artists from theaters contributing "turns." Among the corps of stewards, over twenty in number, who waited on the humble guests were E. J. O'Reilly, A. M. Purser, G. H. Smith, C. W. Hartung, H. L. Clark, T. W. J. Britten, and A. C. Hills. For many years Percy Low has engineered this "night of pleasure" for those whose lives are most destitute of brightness, and it is to be hoped that the cyclists whose subscriptions have supplied the funds in the past will maintain the annual institution for many years to come.

It is rather startling to find that A. J. Wilson has relinquished the London management of the Pneumatic Tire Co. Nevertheless, it is absolutely a fact that he has done so. It appears that the constant growth of the company's business necessitates a considerable amount of time and judgment being devoted to advertising. This work, which extends far beyond the limits of the newspapers, calls for great experience. A. J. Wilson has detached himself from the Dunlop firm and will henceforth devote his energies to managing that firm's advertising as well as that of the John Griffith's Corporation, Ltd., and the forthcoming Cycle Components Co., Ltd. Wilson's new offices are at 8 Theobald's Row, W. C.

It is rumored and, although I have been unable to verify the information, I believe it to be correct, that

R. L. Philpot Has Left the Rudge Cycle Co.

to join the John Griffith's Corporation as general manager. This is another of the series of lightning changes to which Mr. Philpot has accustomed the cycling world. However, Philpot never fails to leave his firms in a better position than when he joins them. The Rudge machines never stood higher in public opinion than at the present time.

A Chance for Wheelmen to Show Their Power.

Alderman Pothoff, of the Twentieth ward in Chicago, who presented a very objectionable ordinance to the council, antagonistic to the wheelmen of the city, a year or so ago, is up for re-election in his ward and the wheelmen of that part of the city will do all in their power to prevent him from returning to the council. The Twentieth ward is between Division street and Fullerton avenue, Halsted street and the river. This district is a poor one for wheeling, as there are few wheelmen in the district, yet those that are there, if they will work, can accomplish something and should be helped by wheelmen not in the ward. This is something for the committee on political action of the Associated Cycling Clubs to work on.

A literary and bicycle club has been organized by the Cincinnati ladies. It has been named the Carey Cycle Club, in honor of the authoresses Phoebe and Alice Carey, whose home was at College Hill, near Cincinnati.

LATE SOUTHERN NEWS.

Watts Refuses two Committee Chairmanships—Booming the League in the South—Zink is Sentenced—Tennessee's Prospects.

LOUISVILLE, KY., March 5.—W. W. Watts has been highly honored by President Luscomb by the offer of two important committee chairmanships. Both offers were respectfully declined by him, but he suggested his successors. Mr. Watts gave as his reason that he was through with active League work, but here's dollars to doughnuts that he does not retire. This action was decided upon after hearing some adverse comments upon his actions in League work.

Looking for New Members.

The officers of the Kentucky division, as promised in the Assembly after the passage of the "white" amendment, have gone to work in earnest, as the following described circular will show. This circular has been mailed to every League member in the state, and in some places to non-members, for the purpose of obtaining names of riders, to whom circulars will be mailed.

Boom! boom! boom! We want to boom Kentucky Division League of American Wheelmen. Will you do this as your share of the work? Will you kindly write below the names and addresses of all bicycle riders of whom you may know in your city, town, or county. By doing this, you will materially aid in the strongest movement ever organized for the purpose of bringing about good roads, and at the same time you will largely assist in increasing the membership of the Kentucky Division. Please do this at once and return by mail to OWEN LAWSON, Sec'y-Treas., 2510 W. Jefferson Street, Louisville, Ky.

OWEN LAWSON, }
G. E. JOHNSON, } Recruiting Committee.
W. W. WATTS, }

N. B.—League members will, as far as possible, avoid writing the names of other League members. The object is to get the names of all non-league wheelmen in Kentucky. It is important that every member respond promptly, in order that the work of the committee may not be delayed.

Zink Gets Two Years.

The erstwhile manager and publisher of the *Southern Wheelman*, Henry Zink, is now wearing stripes in the Jeffersonville penitentiary, where he will serve the United States for two years at hard labor. As he is now in the second stage of consumption, it is almost a certainty that he will not leave the prison alive. Our readers will remember that the offense for which he was convicted was sending obscene photographs and circulars through the mails. When the case was called for trial last Wednesday he pleaded guilty and threw himself upon the mercy of the court. Sentence was deferred until the judge could look over the evidence submitted by the prosecuting witness. On Friday night Zink was called to the stand to have sentence passed upon him. The judge addressed him as follows: "Henry Zink, you have been indicted and plead guilty to the charge of sending obscene literature through the mails. I have looked over the mass of evidence produced against you, and can say, although I have had to examine a great deal of such stuff, yet I have never seen the equal of this. If you had a mother, a sister, or a wife, and then could deal in this, you certainly show that you had no respect for them. In consideration that you plead guilty, and of the evidence of your relatives, I am disposed to deal leniently with you, and will fine you \$5 and add two years' confinement in the Jeffersonville penitentiary at hard labor."

At this sentence Zink's knees bent under him and he would have fallen to the floor if he had not been caught by his wife and her father. Zink only expected to get a fine of one or two thousand dollars, and would have gotten no more if some of his enemies (made by publication of wrong doings of certain parties) had not interested themselves and given him a reputation of dishonesty in general. This removes from cycle journalism one whose actions were more misunderstood than any other; one who tried to do right in his peculiar way, and who fell by the wayside and will now receive a kick from everyone. A stock-company is now being organized to publish Zink's paper. The paper, if published by business men, ought to be made a success, as even with the unpopularity of the former publisher, it did what a great many other cycle papers do not do—pay expenses.

Prince Wells Race Meet.

Prince Wells has announced that his annual race meet will be held in this city on June 13. The change in the date was made to accommodate the contestants, the promoters of the Evansville meet, and the state division meet at Owensboro. The Covington parties who will go to Owensboro will lay ever one day here to attend the races noted above.

L. A. W. Prospects in Tennessee.

Charles J. Scherer, chief consul of Tennessee, after his return home from the Assembly, and talking with the representative members of the League, is still as confident of the increase to accrue to the southern divisions as when in the Assembly. He thinks that the increase in the dues will affect the result but very slightly, when the executive committee gets out a readable L. A. W. bulletin. This is concurred in by every southern member. He says: "To have only a monthly organ or one furnished conditionally as proposed by Sterling Elliott would, in my mind, have been a greater drawback than the fifty cents per capita. Then, inasmuch as we can not expect and should not expect any one to furnish us an organ for nothing, we must put up the necessary funds to get what we want. I only express the hope that our officers will see to it that we get a good readable paper for the money. For the \$15,000 to \$18,000 in sight, with the other advantages that it offers, we ought to get something good. When this is

done, our members will have some inducement to offer to prospective members. Taken altogether, our prospects were never brighter and we hope to show a large increase in membership this year. The business outlook in Memphis is very bright."

Sanger Will Go to Birmingham.

MILWAUKEE, WIS., March 5.—The pleasant weather here the past week has had a marked effect in bicycle circles. The snow has almost all disappeared and the warm weather has induced riders to get out their machines and make preparations for the opening of the season. Nearly one-half of the bicycles of this city were seen on the streets during the past week. Nearly all the riders, while not in active training, are doing light road work.

The deal between the Union Co. and Walter C. Sanger has practically been closed. Sanger will leave for the south about April 1, and go into training at Birmingham, Ala. While his plans are not definitely fixed, it is more than likely that he will train with the rest of the Union team and that Culver will be the trainer. The latter is in town now and has been seen a great deal together with Sanger who, it is believed, will ride rings around the other fast men this year.

Like Sanger, most of the local fast men will probably join Class B. Henry Andrae is one of the undecided ones.

Henry Kanaska, the local professional who created quite a stir in the cash league last year by running away from many of the older ones, will go to Richfield, Wis., in a few days and go into training. George Tyson, of this city, will accompany him. Kanaska, through Secretary Rotier, of the Wisconsin division, will shortly make application for reinstatement.

The North Side will soon have as large and roomy a clubhouse as there is in the city. The new home is situated on Sherman street, between Third and Fourth streets. It is a large brick building and will be entirely rearranged. It will have a gymnasium that will be 60x22 feet.

The first road race this year will be given by the North Side Club. The date has been decided upon for June 16, but there is yet some doubt as to the course. It will probably be over the Thiensville course, but it may be Waukesha road. The club has received promises of several valuable prizes for the race.

While the North Side Club is talking about holding a Waukesha-Milwaukee road race, the Milwaukee Wheelmen, the originators of the race, are not idle. The club is working hard and will endeavor to make the race better than ever before. The race will be held on July 4.

A. O. McGarrett, of the Overman Wheel Co., was in the city last week. In speaking of the Springfield, Mass., Club, he said that the club would encourage unpaced records this year more than those paced by riders.

"Billy" Corcoran will Manage Waltham Track.

"Billy" Corcoran, whose familiar face looks out at you from this page, has just been appointed superintendent of the Waltham track for the season of 1894. This will please the racing men as they remember the way



W. J. CORCORAN.

they were treated at Waltham last year, and the dressing rooms there, which were his invention and which are pronounced by all racers to be the very best in the country. "Billy," or to be more dignified, W. J. Corcoran, is better known as a trainer of racing men and at that line he has had marvelous success. In the last ten years he has handled such men as Zimmerman, who came out under him, Taylor, Laurie, Willis, Foster, the N. Y. A. C. team including Zim and Hoyaland Smith, and teams from Yale and the University of Pennsylvania.

Other improvements and devices at Waltham, for which he is responsible, and

which go to make it the best appointed racing track in the country, are a long board giving the numbers, in huge figures, of the contestants, their order of finishing, and the time—in short, a score card across the open from the grand stand which keeps the spectators informed all the time about the races; a walk across the open from the dressing rooms already mentioned, to the tape; a small and unobstructed judges' stand, and numberless minor points. He says that with the new metalithic surface, which will shortly be laid there, the Waltham track is destined to be the fastest in the world.

Fox Meets with an Accident.

L. W. Fox, holder of the unpaced mile record of 2:15, fell while training for the recent twenty-five-mile road race and fractured his collar bone. He will be laid up for some time, but expects to get into shape for the eastern racing season. Fox has shown marked ability on the coast, and under the Class B rule will undoubtedly be snatched up by some of the manufacturers in the east. He is a young man of independent means, and races for the sport alone.

NEGROES ARE INDIGNANT.

Massachusetts Colored Men Trying to Arouse Public Sympathy—Watts Accused of Writing That Union Club Letter.

BOSTON, MASS., March 3.—There is news from Beantown on the negro question. The colored L. A. W. members of this town, with a few of their leaders in the legal fraternity and their representative in the house, are trying to create a public opinion on the subject and they have not yet succeeded except with their own race.

The stone they stumble over is the fact that the L. A. W. owns no property and is not incorporated and is therefore not in the protection or under the obligation of the state at all. They have threatened to "kick up a big opinion" on the matter and to this effect a mass meeting of the score of colored members in this city was held the other night at which all spoke, expressing great indignation against the L. A. W. for passing such an amendment, indorsing the action of the Massachusetts delegation in casting a solid vote for the colored man, and expressing doubt as to the authenticity of that letter which Mr. Watts read in the convention from the Union Club, of Louisville. This point they will fight, as they claim that any representative colored club would never send such a letter as that. Said one of them to me the other day:

"I'll tell you how I think it was. I think that Mr. Watts went to one of these men who, perhaps, had no authority to act at all for his club as a body, and placed the matter before him and asked him if he did not agree

the wheelmen are wondering when they will open the season. In all probability it will be deferred a little this year to April 19, which holiday will be substituted for Fast Day. This day is the celebration of the battle of Lexington, and already several of the local clubs have called club runs to Lexington that day. This idea was started by the Paul Revere run of the Massachusetts Club last year, and they were strong factors in getting passed the bill calling for the abolition of Fast Day. Though it has not yet passed the senate they will doubtless ratify the action of the house and pass it. The governor is eager to sign it, having recommended the change in his inaugural address. The lateness of the date will allow of a race meet being held. The McDuffee brothers have been planning a tournament at Saugus. But there is a slight hitch in the plans. They had intended to run

Amateur and Professional Races on the Same Card.

But Chairman Raymond says that it doesn't go. They will have to be Class A and Class B races or not at all.

George Quinn, one of the most promising of the local men, is now in a Georgia town. He wrote home the other day that there was a race meet held the other day in the town where he is and that the bills announced very valuable prizes. Securing an entry blank, he found that they were such desirable things as sweaters, bells, lanterns, shoes, and trouser clips. He felt homesick and did not enter.

George Taylor will ride under the colors of the N. Y. A. C. this season. The Dedham Cycle Club is making preparations for a race meet early



with him and dropped some silver into his hand and the colored man agreed with him and

Mr. Watts Wrote the Letter

and then read it in the convention as coming from the colored club and representing the sentiment of all its members." When I reminded him that Mr. Watts was a gentleman and an honorable one too, he said that was no matter, he believed that Mr. Watts wrote that letter, and he had written to the colored club in Louisville asking an explanation of their conduct.

This correspondence I hope to be able to secure and send to THE BEARINGS. All the delegates who have expressed themselves in any way and who by any construction will ever ask for political support, are held in the eye of the colored population of Boston, and they say that when anyone of them wants anything in a political way he doesn't get it if 10,000 colored votes can stop him.

The leader of them all is Robert Teamoh, a young colored politician with more push and nerve than brilliance and more of the quality which sometimes places him in social gatherings where he might better be conspicuous by his absence. He has lately been elected to the house of representatives. He is a newspaper man and when one considers that his professional nerve is augmented by the position in which he finds himself placed, one can consider how he is making the colored members of the city of Boston toe the mark of his own drawing. His

Resolution of Censure

introduced into the house will never pass either the house or the senate. It has been referred to the committee on rules and it will never rise from its oblivion there.

With the abolition of Fast Day, which has always been the first Thursday in April, and the recognized opening day of the bicycle riding season,

in April. The meet will include a lantern celebration and a series of road races.

Sanger Closes with the Union Company.

Walter Sanger will ride a Union the coming year. The matter was settled during the present trip of Harry Tyler to Chicago, Sanger coming down from Milwaukee to meet him. A Chicago concern wanted Sanger badly. Sanger and Tyler will now be associated together for the entire season, but under whose management is not known. It may be Sanger's old trainer, Charles R. Culver. Both men have stated their preference for him. Sanger is well pleased with the faithful manner in which Culver looked after his interests last year. No other man has as good a showing as Culver. The matter will be settled this week. Sanger will go into a gymnasium at an early date and will prepare for a hard season's riding.

Neither Sanger nor his old trainer thinks that the reports that Zimmerman will turn professional to race Johnson for a large stake or to go abroad are true. They think that friends of Jimmy are advertising him without the champion's consent. Sanger is lighter this season than ever before, and feeling finer than silk. He has no wish to go abroad and will be content to race an entire season in this country. Culver advises a month in a gymnasium and then training work on some northern track, as he thinks Sanger will be apt to become languid if taken to the south early in the season, especially if the climate is very hot. But Birmingham is not hot in April, being just about the same as our northern summer, and to this point he will probably go. Tyler rather likes the idea.

The committee appointed by the Associated Cycling Clubs of Chicago to secure a course to run the annual road race over, took a trip to Pullman last Sunday. H. P. Warden, a member of the committee, reports that the famous old course is in good condition and only needs a little repairing.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA

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Advertising Rates on Application.

Copy for advertisements must be in hand the MONDAY before publication.

All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.

All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

CHICAGO, ILL.	CLEVELAND, O.	TOLEDO, O.	BOSTON, MASS.
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		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

RECORD! RECORD!! RECORD!!!

This edition of "The Bearings" establishes a new record in the history of cycle journalism. It is the largest regular edition of any cycling paper ever published both in the amount of reading matter furnished and in point of advertising patronage.

The paper consists of eighty-four pages.

NOW COMES THE HOWL.

The returns are not all in, but enough are to make it plain that the colored wheelmen will make a great deal of capital over the action of the League in passing the "white amendment." An African Solon, who occupies a seat in the Massachusetts legislature, offered resolutions in that body condemning the action of the League, and the papers in all parts of the country have given more or less space to the complaints of the colored brother. The latter seems to have overlooked the fact that the time to make a fight for recognition was before the battle had been decided. The colored wheelmen of Boston vow that they will defeat at the polls any Caucasian wheelman who runs for office in that city. They may be able to do it, but the game is one that two can play at, and the very representative who was so anxious to have the legislature of the old Bay State censure the wheelmen may fail to be returned if he is too pronounced in his utterances. But all that is neither here nor there. The action of the League was not taken with any malice toward the colored wheelmen in the minds of the delegates, but for the welfare of the League. The southerners who wanted the amendment passed controlled but a small minority of the votes. The northerners voted for the measure because they wanted to see the membership and influence of the League in the south increase. The membership of colored wheelmen, and their influence in the League, was practically nil. Had there been a large number of colored members, and had they made a fight against the amendment, it would never have been adopted.

Of course THE BEARINGS has come in for its share of criticism, because—with the courage of its convictions—it was the only paper to advocate and make possible the passage of the amendment. It took this stand for the reasons outlined above, and so stated in its work on behalf of the amendment.

CYCLING AND DRESS REFORM.

For years and years have the Mary Walkers advocated dress reform but with no appreciable results as far as the eye of vulgar man can penetrate, however much the reform may have progressed below the surface. But now that dress reform has become part and parcel of cycling there is at least reasonable grounds for supposing that before a not very long time the state of affairs will be changed. Cycling has a faculty of making itself and its aims felt in the land. A woman on a wheel feels more acutely the need of reform in her dress than in almost any other position in which she

could be placed. She needs it to accommodate herself to the full enjoyment of a pastime that finds a warm place in her heart. A radical change of dress will find more excuse for existence when worn on a wheel than when worn on foot. Mrs. Grundy, being fairly won over to the cause of cycling, will in a degree take dress reform as a legitimate accompaniment of the wheel, and once let society be satisfied that it is the proper caper to wear short dresses, bloomers, and the *et ceteras* on a wheel and it will not be long before it will be *au fait* to wear the same costume anywhere.

Great is cycling.

STRAY SHOTS.

Established a Dangerous Precedent.

Judge Rising, of Denver, has made a decision that will be of interest to wheelmen and has also established a precedent, so that any racing man who may be disqualified in a race may seek redress in the courts with some show of winning. Last year Henry Turk won the Denver Cyclists Union's road race from a large field of starters, but was disqualified, and the race given to H. R. Renshaw. As the first prize was a \$450 piano Turk did not want to lose it, so he brought suit against the D. C. U. for the piano or the value it represented. After a hard fight the case was decided in his favor and the decision of the referee of the road race set aside.

While we do not know all the facts in the case, yet it seems to us that the Colorado courts are establishing a dangerous precedent. It is virtually taking away the authority of the referee so that that official can not disqualify a man. The Colorado division should not let the matter rest, but should carry it to a higher court and see that the referee is sustained and the piano goes to Mr. Renshaw where it rightfully belongs.

Had the Laugh on Raymond.

There is a most laughable story connected with a "cartoon valentine" received by the affable manager of the uptown branch of the Wilson-Myers store in New York City. Every cyclist of note is acquainted with Mr. Alex. Schwalbach but few of them are aware of the fact that he is a graduated veterinary surgeon, yet such is the fact, and "thereby hangs a tale."

Not long since Mr. Schwalbach was approached by H. E. Raymond and threatened with expulsion from the amateur ranks, owing to his having trained one of the recent 6-day competitors named Forster. When the charge was made Raymond asked if there was any reason why he (Schwalbach) should not have suspension passed upon him. Things looked rather dubious for the Liberty manager when suddenly a likely argument struck him, and here is the reply he made to Raymond:

"Mr. Raymond you charge me with having broken laws of the L. A. W. which deprive me of my amateur standing. You are apparently unaware that in training Mr. Forster I was but practicing my profession. I claim that any man who rides in a 6-day contest is most decidedly a jackass, and as I am a veterinary surgeon, I know you will see how I merely plied my vocation in attending to the ailments of Mr. Forster and that I am innocent of breaking any amateur rule. What say you?"

Raymond was carried most forcibly by the witty argument, and Schwalbach is still an amateur.

Culver on English Racing Men.

"One of the best men I saw in England was M. B. Fowler, the man who beat Zimmerman when the skeeter made his first visit to the old country," said C. R. Culver, the other day. "It is my opinion that he would be Zimmerman's equal if properly trained. He is one of the prettiest pedalers I ever saw. He has action like Osmond and has in him the making of a champion. Fowler is attending college at the present time and races when he can find time. He is a sensible fellow and will not neglect his studies to race. His father is very proud of his son's ability as a rider, but thinks that first of all he should receive a thorough education. Osmond is a great man. If he had been properly handled he would still be champion of England. He was trained under the old system where a man was nearly killed with work, and as a result there is nothing to him now; he is a mere shell. His face has a sallow look and he has hardly any blood left in him."

Pants.

"Will they do it? The ladies? Shocking! Trousers! A lady wear pants, those horrid men's pants! Well, it looks that way. The gentler sex are gradually adopting the masculine garment, and the time will come when they will not be ashamed of it," says the *Chicago Journal*. "In Canada perhaps 10,000 women wear trousers during the winter, of course with the skirt. In this country the popularity of the masculine garment is growing with remarkable rapidity. The trousers are now and have been for years in use for horseback riding. The fencing costumes, also trousers, are worn without the skirt, and in the gymnasiums of the fashionable boarding schools for young ladies trousers are worn exclusively and with excellent effect and comfort. In Europe for the past two years the Turkish pants are worn by the fashionable set for climbing the mountains. The same are worn in the Scotch Highlands by the English women. The bathing dress shows marked signs of following the general movement, and at the French resorts last summer the most fashionable ladies appeared with the close-fitting bathing suits with knee trousers, leaving the skirt off entirely. The effect was a great improvement, especially when the ladies left the water, there was no tight sticking skirt to interfere with the locomotion. At Narragansett Pier the young ladies wore the skirt extremely short, three, four, and sometimes six inches above the knee."

But how these same people howl when they see a lady in rational costume!

EXECUTIVE COMMITTEE MEETS.

NEW YORK, March 6.—The executive session of the L. A. W. was conducted in a most mysterious manner at the Grand Union hotel in this city yesterday. Details of the transactions are impossible to obtain, before Luscomb's secretary prepares the report taken down by stenographer. The principal matter attended to was the consideration of bids for the publication of the official organ. THE BEARINGS, represented by N. H. Van Sicklen, was victorious in being awarded the contract. Five newspapers entered into active competition for the contract: Outing Publishing Co., represented by Mr. Warman; *Bi-World*, represented by E. C. Hodges, J. S. Dean, and C. S. Foudrinier; and *Sporting Life*, of Philadelphia, and *Cycling*, from the same place, who sent their bids by mail. The committee met at noon-time and immediately went into executive session, taking recesses at 2 o'clock and again at 6 o'clock for refreshments. It was fully 4 o'clock before the first bid was practically made before the committee, which consisted of Messrs. Luscomb, Willison, and Perkins. Abbott Bassett, L. A. W. secretary, was also present during the confab, as was I. B. Potter, editor of *Good Roads*, during part of the session. The latter left when the secrecy became too dense for his presence to be desired. Whatever occurred will undoubtedly create somewhat of a stir in League circles when it is published. It is impossible to learn exactly what the figures of the various bids were, but it was learned that *Sporting Life* asked to be given the contract, they paying no returns to the L. A. W., and charging them nothing for the publication. *Bi-World's* bid was 12½ cents per League member per year, with twenty-five per cent of the net profits given to the L. A. W. The Outing Co. and *Cycling* bids were not learned. The winning bid made by the Bearings Publishing Co. was to furnish the papers gratis.

The decision was not reached until seventeen minutes of midnight, two minutes after which the weary delegation from Boston town dejectedly turned their faces toward the east. The anxiety and apparent confidence displayed by each of the various bidders present was at times amusing in the extreme. During the afternoon all but the BEARINGS man either drove or walked out through the adjacent parks—the last named remaining on the scene of action, in true western style, not to lose any opportunity for advancing the chances of his paper. The Chairman of the Racing Board, H. E. Raymond, was also present at the session during the early hours of the afternoon. He asked for and received the regular Racing Board appropriation, and was also granted permission to call a meeting of the Racing Board, within two weeks' time at which, besides himself, Messrs. Gideon and Robinson, the two eastern representatives of the Board will alone be present. It is his intention to send copies of the new rules adopted then, also the general business transacted, to the members of the board in the west and south, for their approval, thereby saving railroad and other expenses to New York. During the executive session yesterday owing to the lateness of the hour, the business was postponed until next Sunday, when among other business, *Good Roads* will receive the attention of the committee. Bassett and Raymond will not be present at the next meeting.

Results of the Meeting.

BOSTON, MASS., March 5.—After a session of twelve hours, the executive committee of the League has awarded the contract to the Bearings Publishing Co., and from all that I hear it must have been a pretty interesting session from other points of view. They say that the inclination of the committee was to award the contract to the Boston company, and to that purpose Mr. Hodges cut down his bid just one-half, but it didn't go at all, for even then he couldn't come to nothing which THE BEARINGS offered. It was not in the nature of the case that any one could bid against THE BEARINGS when she bid nothing. And that offer of the \$30,000 bond rather caught the eyes of the executive committee, business men as they were. They say in town that Abbott Bassett will not immediately move to Chicago, but that he may ultimately go. We hope not. Abbott Bassett is too good a fellow to be lost from Boston. The eastern wheelmen are happy in the selection, as they feel assured that they will get a first-class weekly, and one that will do the League proud and be at the same time a readable, attractive publication.

But there were other things that came out of that meeting.

In the words of the Executive Committee, "We find all the time that we are met with more and more liabilities, and we find now that the L. A. W. owes about \$5,000. We were told at that New York meeting that the League owed Potter \$2,500 back salary."

The March number of

"Good Roads" Has Been Suspended

and Mr. Potter has been ordered to contract no more liabilities of any sort. All existing contracts of the *Good Road's* bureau have been abrogated, and Mr. Potter has been told that he can't make any arrangements for help or anything of the sort. Rather a slap at Potter. The Executive Committee of the League was given to understand at the Assembly meeting that all was well, that the field was clear, and that the only bill against the organization was for \$1,200 brought by the Wheelman Co., of Boston. This new item of Potter's is rather staggering. And it is simply impossible for the Committee to find out just where the League is at financially.

With the official bulletin published at no expense to the League, there will be no need of that raised due of \$1.50. There is talk of calling a special meeting of the Assembly to reconsider and repeal that vote. If such a thing comes it will be merely a matter of expediency, and only one man will go from each division or sufficient to procure a quorum. The meeting will be called for that special purpose if it is called at all, and it may be yet,

as some of the big men in the League think that the raised dues will work havoc to the renewal list. It can be called in thirty days and in all probability it will come.

The Racing Board was authorized to hold a meeting soon in New York. The Southern member of the Board will without doubt be E. H. Croninger, chief consul of Kentucky.

Potter and Perkins Matched.

During dinner in the Grand Union Hotel Sunday, while the executive committee was at recess, an argument arose as to the respective abilities of Isaac B. Potter and Geo. A. Perkins as bicycle and foot racers. The outcome of it was a challenge made and accepted to a series of one-half mile bicycle races and 100 yards foot races at the Massachusetts division meet this coming summer. Perkins will receive five yards handicap. Mr. Potter was, some years ago, an athlete of the finest cut, he having held the inter-collegiate record for running of :10 1-5 one year. Mr. Perkins' past record as a racing man is too well known to call for comment.

A Cyclist Experiences Religion.

A member of the Lincoln Cycling Club, of Chicago, thinks that it is wicked to ride on Sunday and has resigned from the club. The young man has been a church member for some time, but it was not until lately that he felt it his duty to resign. This is the letter he wrote to the board of directors:

"Inclosed herewith is \$1.50 for my dues for February. I desire to submit my resignation as a member of the club, which, of course, includes my resignation from the office of lieutenant. When Messrs. Templeton and Pratt asked me to allow my name to go on the regular ticket I told them I didn't hardly like to do it, as I couldn't attend Sunday runs, but I would do the best otherwise I could. I was conscientiously opposed to Sunday runs, as I was a church member, and knew I was not acting square, but I lacked the courage to say so. Last Friday night I determined in my heart that I would from that time forward be a real Christian to the best of my ability.

"I realize fully that there is no half-way business about this Christianity and I am persuaded to forsake everything that would hinder me in my purpose. Therefore I am convinced that in obedience to my conscience and best judgment I should resign from the Lincolns. I sincerely trust that this statement will convince some of you that there is only one true life, and that it can not be followed by the means of Sunday runs."

Knisely Gives Up Racing.

Charlie Knisely will not race the coming year, according to late reports. His brother has offered him an equal interest in the tin-roofing business if he will desert the track, and Charlie has very sensibly decided that this is the best course to pursue. In losing Knisely to the track Chicago and the Illinois Club loses a very good man who has made an enviable record for himself in the past years. Winner of the Pullman one year, breaker of records the past year at the International Meet at Chicago, breaker of the American ten-mile records times innumerable, and a great road rider all around, he has been before the public many years. Charlie was never weak-hearted and would fight a race out to the last notch at all times. His splendid ride in the trophy race at the old Parkside track will long be remembered by those who saw the event. His only fault was a love of fun and an inability to settle down to good hard training.

For Use in the South.

APPLICATION FOR MEMBERSHIP IN THE L. A. W.

1894

ABBOT BASSETT, Secretary:

Dear Sir,—Inclosed you will find \$1.75 for Initiation Fee and Dues in the League of American Wheelmen to April 30th, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name, _____
Street or Box, _____
City, _____
State, _____
References, _____
Club, _____

Write plainly. Autograph Signature not required. Printing preferred, or inclose personal card. Mention The Bearings.

THE RATIONAL COSTUME.

Every American lady rider is interested in the dress-question, and many are still undecided what costume to wear the coming season. Some of them would like to wear the rational costume about which they hear so much from their sisters across the water, but they have not enough "nerve" to don the bloomers and brave the stare of the masses. Others have come out openly and have tried the new dress, and are enthusiastic over it. For comfort they say there is nothing better, and they wonder how they ever rode in skirts. They are doing missionary work among their sex, and endeavoring to have others dress as they do. THE BEARINGS this week prints two letters, one from each side. Also a picture of the new Columbia costume. The first young lady is in favor of the rational costume. Says she:

"EDITOR THE BEARINGS: So much is going the rounds of the cycle press about rational dress for lady riders that I feel urged to add my quota of remarks to the amusing battle of words. Possibly what I have to say will stir up still another wordy agitation—but the more the merrier (for the readers). What's all this opposition for, anyway? Sure it's nothing but odorous sentiment and bosh about modesty, etc.

"History repeats itself, and all radical changes have met with disapproval and clamorous opposition. This matter of dress reform has also received fully its share of both praise and stricture. We do not criticise



The Rational Costume.

our washerwoman for rolling up her sleeves; neither do your men folk call your best girls vulgar for attending the opera décolleté. Each of the two just mentioned have a mission to fulfill. What that mission is we leave to the vivid imagination of the student of useful and beautiful objects. As for female knickerbockers and sweater, it is self-evident that they are *the thing*, the *proper* caper, the most sensible and correct costume yet devised. Every lady rider should be advised and encouraged to adopt the costume the minute she has made up her mind to push the pedals with her brother. Moralists object and raise their delicate digits in holy horror by way of emphasis, and ejaculate in puritanic tones about the supreme folly of the jolly nineteenth century girls. Why they howl objections no cyclist can divine, but only wonder and let fashions slip along, adjusting themselves finally despite opposers of progress. In a recent cycle paper appeared two articles on the question.

"One writer, speaking from actual experience of several years, testified to the great advantages she enjoyed by the exchange. The other scrivener wrote from mere sentiment. He was evidently suffering from an attack of wouldn't-like-to-have-sister-put-on-the-breeches-sort of feeling. When men and women disagree who shall decide this question, which concerns only the woman and her own personal ease and comfort. Sentiment is well enough (in your mind) but there's no room for it on the cyclist's saddle. The conventional flowing robes and dapper swallow-tailed coat may be suitable for the opera, but you can't wear them on a bicycle, 'because they

aint built that way.' If, however, the fair riders of the wheel prefer to sacrifice their solid comfort and convenience to the bigoted and false notions of mere lookers-on, they will find their progress retarded in more than one sense of the word. These changes that are proposed we must admit require some hardihood and fixity of purpose before they become established. If a man feels a little shamefaced when donning the short pants for the first time since childhood, what must be the feelings and fluttering emotions of those Amazonians who sally forth with bated breath and sprightly skip in their first petite pantalets. Maiden efforts surely, and though there be much mirth and scoldings let the daring maidens persevere. May their brave tribe increase, and let the sister Fates consign those supersensitive creatures to the realms of bliss above before the next riding season opens, is the wish of one who prefers *comfort* to sentiment while pushing the pedals.

Merrily yours,

"PALMER, MASS., Feb. 20.

IRENA FISCHER."

The other letter is from a Chicago lady who prefers to wear skirts. It is as follows:

"EDITOR THE BEARINGS: The so-called rational costume, it seems to me, is not what we American girls want for a bicycle suit. I presume it would be comfortable enough, as would indeed be our brother's suits if Mrs. Grundy would allow us to wear them, but we have to look to appearance as well as comfort. I have tried a number of different dresses, and have at last found one that it seems to me is just what is right. At least, I have never had any trouble with it and wish every lady rider would give it a trial. I buy quite light-weight serge, cut my skirt lining with a gored front, two side gores (one each side) and a back width, making the width around the bottom of the skirt a little less than one and one-half yards. After cutting out the lining I lay a whole width of my dress goods on the front lining and baste it to the sides, laying the fulness at the top in nice pleats and press well so as to lay flat. Do the same with the sides, only using half a width instead of a



The Columbia Costume.

whole, then a whole one in the back and [shirr that at the top instead of pleating into the band.

"This gives the effect of quite a full skirt so as to disguise the form in riding and it is held in the seams so it can not fly back in the gearing. I prefer light-weight goods, as the hardy rider has enough to contend against without weight of dress, and to keep the skirts always in position. To allow a lady to ride in the wind without her heart flying up into her mouth, or wanting to cry or do something else ridiculous, I should advise all ladies to wear a strap from the dress over the shoes. After experimenting with pins, etc., I tried elastic, and was so pleased with it that for several seasons I have not gone out on my wheel without my straps. I have several lady friends who have also tried them, and proclaim them quite an invention. I give this to the lady readers as my practical experience, and hope it may prove of value to some.

"CHICAGO, ILL., Feb. 25.

ALICE E. POOLE."

The Columbia Pneumatic Tire And what we Claim for It.

Its construction is better than that of any other single tube tire on the market.

It is not readily punctured, and is easily repaired.

It is fast, resilient, and will not burst.

It is the most expensive tire to manufacture of all the various kinds in present use.

It is fully guaranteed against fault or imperfection in material or manufacture.

It is the best single tube tire in the world.

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Kingsland Wood Rims

\$2.00 PER PAIR.

We have on hand a large quantity of 28x1 $\frac{3}{4}$ inch KINGSLAND WOOD RIMS, made by the Bicycle Wood Rim Co., of Kingsland, N. J., which we will sell at a sacrifice.

These rims are advertised largely by the makers, and are used on various machines this season. We will sell these rims at \$2.00 per pair, with a discount to the trade. If you want a cheap rim, this is a bargain. Send for samples and terms to

HICKORY WHEEL CO.

If you want the best rim
on earth we manufacture
it ourselves. Ask for our
prices.

South Framingham, Mass.

Hickory
TRADE MARK

Hickory
TRADE MARK

MENTION THE BEARINGS

The Hartford Safeties for 1894

Have you heard about the prices?

Have you seen the bicycles?

You can buy them cheap;

Just as cheap as your neighbor

And no cheaper—they are one price.

Before you decide, send for

One of our New Catalogues.

THE HARTFORD CYCLE CO.

HARTFORD, CONN.

MENTION THE BEARINGS

Colonel Pope can not be a believer in dress reform for lady riders, for he has had the celebrated designer, Redfern, design a costume for the bicycle girl that is certainly one of the most charming we have yet seen. It is just that kind of a dress you would like to see your sister or some one else's sister wear. It is made of light-weight, unshrinkable tweed, preferably of a blue or dark gray color, as these are less apt to show dust, and has a Norfolk box-plaited jacket with a yoke of some solid light material, either white or tan broadcloth. The sleeves are very loose to give plenty of room for muscular movement, and the skirt is made quite full, giving it a most graceful effect when the wearer is mounted. A Tam O'Shanter cap of knitted wool is worn, or else a round sailor hat of felt, while the feet are incased in high laced tan boots, and the hands in tan buckskin gloves. For a woman who wishes to wear this fetching costume in cold weather without a wrap, one can find in the shops close-fitting undervests of chamois which will keep one warm even in the most bitter winter weather.

Mrs. C. M. Fairchild, wife of the popular manager of the Quadrant Cycle Co. in this city, and Mrs. Kelly have adopted the bloomer suits. Neither would consider any proposition to give up the new costume, and say that they never knew what riding was until they obtained the new suits. They both ride against the wind with ease and say that the suits attract very little attention on the street. The suit that is worn by these ladies is very baggy bloomers attached at the knees but hanging to a point a very little above the ankle or top of the shoes. When off the wheel the appearance is that of a short skirt. Leggings are worn. The ladies have taken off mud and dress guards and thus lightened the wheels some five pounds. Both these ladies return this week from New Orleans, where they have spread the gospel of the new suits and have met with great success. Among the Chicago ladies who will wear the new costumes are Misses Porter and Hegerty, Mrs. Spooner, Mrs. Blake, and many more.

The Clover Bicycle Club.

The Clover Bicycle Club, of Chicago, has been in its new club rooms now for nearly two months. The house is at 31 1/2 Forty-third street. This club consists of lady and gentlemen riders, and until 1894 has been meeting at members' houses, but now has a home of its own, not pretentious or elegant, but large and comfortable enough for the fifty members and a few more to have a real good time in. This club was organized nearly two years ago, with but fourteen members, under the name of the Columbian Bicycle Club, but as every new society and company had that name, it was thought best to change it to Clover. The club emblem is a clover leaf, with the initials C. B. C., one on each lobe, the enamel being in club colors, which are white, clover pink, and green. One of the features of the club is an annual ride to Milwaukee, in which the ladies participate as well as the gentlemen. Heretofore there has only been one week-day run aside from the Sunday country run, but Captain Turner, who is a hardy road rider, is laying out three runs a week, besides the Sunday run. At present there are two regular parties each month, with an informal dance every Saturday night. February 14 a valentine party was given, and each member and visitor present was presented with one of Cupid's favors. The room was decorated with hearts, and a game of hearts played, after which coffee and sandwiches made the members doubly happy. The officers this year are: President, J. W. Iliff; vice-president, Mrs. W. C. Drew; secretary, R. R. Beale; treasurer, W. A. Mann; captain, Philip E. Turner; first lieutenant, Miss Minnie Cook; second lieutenant, Geo. W. Loring.

Chicago C. C.'s House Warming.

The opening stag of the Chicago Cycling Club last night was the feature of the week in cycling circles in Chicago. Everyone seemed anxious to see the fine new clubhouse at 3016 Lake Park avenue, and as a result the large house was packed from top to bottom by club men from all parts of the city. The Minnette Club sent a delegation of fifty, while all the other clubs were well represented. The mind-reading of Professor King was the feature of the evening, and the way he would locate hidden articles was truly astonishing. It would not do to forget the fine singing of W. B. Hennessey, and the wing dancing of "Tommy" O'Neill, for these young men really outdid themselves.

Troy Will Train Zimmerman.

Zimmerman will be trained the coming season by Willis B. Troy, who will travel with the champion and personally see to his training. It is true that Jimmy realizes that the time has come when he must keep in the prime of condition if he would avoid a set-back from some of the younger and speedy generation. In past seasons he has taken little or no care of himself when away from home, and rub-downs such as are received by many of the men have been strangers to him. He has lacked the care that was necessary to most men to have a ghost of a show against him, and the coming season, with such care, who can say that he will be other than the same old king pin. Zimmerman has heard from his friend Meintjes and says that that sterling rider is anxious to return to this country to reside, and that he may do so in a very few years.

The Kings County Wheelmen are in a quandry as to what to do when their lease on their present clubhouse expires, which it does on May 1. It has run seven years. The present quarters are not large enough and some change may be made. The question will be decided at the annual meeting of the club, March 15, when the election of officers for the ensuing year will take place.

INTERESTING RACES IN FRANCE.

PARIS, Feb. 14.—Another international match was run last Sunday—the ten-mile race between C. F. Barden and P. Baras. It looks as though the foreign champions will find it harder work to gather in our pots than they fondly anticipated, as the various matches they have run against our men have been won by the latter, with the single exception of Linton's first race with Dubois. Of course none of the best men in the English and American class are as yet in fighting form, but what our riders have done so far goes a long way to impress them with the idea that we also have the men, and that these can move a little bit when compelled to.

Baras gave a shining illustration of this fact last Sunday when he beat C. F. Barden by several lengths after one of the hardest races ever seen here. Barden had come from Italy with a settled reputation as a fast rider, resulting from his having beaten the best men in Italy by one lap in a ten-kilometer race at Milan, and from a record of 1:13 for the kilometer, which beat our best time for the distance by several seconds. After a few weeks' training here he issued a collective challenge to all our riders for a ten-mile race. This was taken up by Mr. H. O. Duncan, manager of the French branch of the Rudge Cycle Co., on behalf of P. Baras.

The two men appeared on the track amid a host of pacemakers, the English team comprising Linton, Schofield, W. Martin, Lumsden, and several French riders, under the guidance of Barden, senior, and "Choppy" Warburton, lining up along the railings on the north turn, while Desgrange had the Baras team well in hand along the back straight. After a preliminary canter

The Men Lined Up to the Starting Point.

This had been set ninety-three meters before the tape to have the finish of the ten-mile (16 kilometers 093 meters) at the tape.

Barden was pushed off at the pistol by his father and Baras by A. C. Edwards. Barden took the lead and at once set a very fast pace. Medinger came to pace on the second lap and the first kilometer went in 1:33. Allard then took a hand in pacing and the two kilometers were paced in 3:04. Baras was following easily, and seeing the Farman brothers on a tandem in readiness some distance ahead, he suddenly jumped after them, gaining thirty yards on Barden and trying to gain a lap. Schofield and his sky-blue suit came down the banking like a shot and, picking up the Englishman, started in hot chase after Baras, succeeding in closing on him after a few laps. Schofield's style was very impressive and the way he moved on the track, while practically out of form, struck the onlookers with an idea that he might come out one of the best riders of the season.

The other pacemakers went on giving the men all they wanted to hang on, and the five kilometers went in 7:37, only eighteen seconds outside record. Barden's style was good, seemingly, sober, and easy. Baras' trailing behind the tandems showed good results, as he was following with perfect ease. The pace slackened slightly toward the tenth kilometer (15:25) the men seeing the futility of trying to leave each other.

The Pacemakers Were Called off

the track on the ninth mile and the champions were left alone for the finish. Barden was still setting a fast pace with Baras hanging on closely and getting up steam for the spurt. The positions were the same at the bell and Barden started up in the back straight, passing the last turn first; Baras jumped up coming down the home straight and took a neat lead of three lengths, crossing the tape a winner in 24:51 1-5 for the ten miles; less than two seconds outside record.

Both men were loudly cheered as they dismounted, Baras coming in for the lion's share in recognition of his game fight and victory for the national colors.

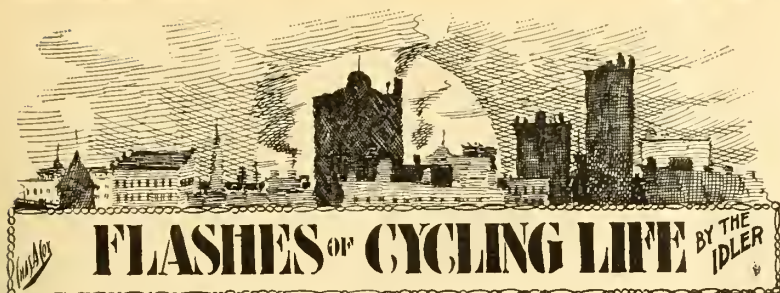
Tandems Run a Hot Race.

A forty-kilometer tandem race was run next, six teams starting. The Fossier brothers shot away at the pistol, with the Farmans in hot chase after them, the other teams nowhere. After a few laps ridden in record-breaking times, only three teams remained in the field, the Fossiers, the Farmans, and a third one which could hardly hang on while the others were resting. The Farmans, having taken the lead on the sixth kilometer, broke away from the string, and, despite a hard fight from the Fossiers, succeeded in gaining a lap in twelve kilometers. They looked like winners when a punctured front wheel caused them to fall on the turn and, having no other tandem ready, they had to quit. The Fossier brothers won the race in 1:09:05 2-5.

A. G. Roux.

France Defeats England.

PARIS, Feb. 18.—The international race took place today in the winter Velodrome between Schofield and Linton, representing Great Britain, and Medinger and Baras, of France. The course was twenty-five kilometers. On the fourth lap an accident occurred which quite spoiled the race, as one of the English competitors was obliged to retire. One of the pedals on Linton's machine broke, and Schofield, who was close behind, was thrown to the ground, and was compelled to abandon the race. Linton continued riding with one pedal until another machine was brought out to him, when, by splendid riding, he succeeded in overtaking the Frenchmen, who by this time had gained a considerable lead. He kept in front until the last lap, when he was passed by Baras, who crossed the line a length ahead of him. Linton was loudly cheered by the spectators for his plucky riding. Today was the first time Schofield had taken part in a French race.



IT WAS night in Chicago, the old moon had been reclining all the evening in the new moon's arms, until the neighbors had begun to talk, and the shameless pair were already sinking out of sight in the west. No sound was audible save the smell of the river which rose up and wrapped the city in its all-powerful grasp.

But all these things were lost on Launcelot O'Finnegan as he whispered words of love into the ear of Guinevere Gallagher, so hot that the young lady's red hair was slowly singeing away.

"Launcelot," said the maiden, timidly, as her form shrunk under the awful pressure of his terrible right arm; "I am a poor weak woman, and in becoming your bride I am subjecting myself to your will. But there is one thing I must ask of you, one gage of love which I must demand of you."

"Speak, my dove!" said Launcelot, his hot breath gushing out like the fumes of a glue factory, and his very hair curling in the ardor of the fierce passion that smothered him.

"You know," continued the maiden, "that papa has just bought me a bicycle, and my heart is set on wearing a suit of the new ladies' knickerbockers that are so—"

With a convulsive sob Launcelot O'Finnegan leapt from the settee and fell headlong on the floor—dead!

Troubled with a Wheel.

Smith is an enthusiastic cyclist, and his wife is a plain, housekeeping, sensible woman.

Smith is constantly thinking of wheels, and runs, and road races. Mrs. Smith is worried about the children. And in the Smith household the conversation often runs like this:

Mrs. Smith: What am I ever going to do with that boy Johnny? He is constantly running out with the boys in the neighborhood.

Smith (abstractedly): Set him back ten minutes.

Mrs. Smith: That new servant will be the death of me. I never saw such a slow creature in all my life.

Smith: Why don't you get her a higher gear?

Mrs. Smith: Well, I declare, if there isn't another cup gone.

Smith: Who won it?

Mrs. Smith: Smith, listen to me! The real-estate agent was in again today for the rent. What will we do?

Smith: Can't you give him a mortgage on it and make time payments?

Mrs. Smith: Look here Smith, this thing's got to stop. This house is running in debt and you're altogether too loose in your ways. Something's got to be done.

Smith: My dear, I've tightened my bearings up ten times in the last three weeks, and if it doesn't run to suit you you'd better trade in and get a new wheel.

Gussie's New Suit.

A fair correspondent writes: "I learned to ride the wheel last year, and this year my pa has bought me a brand new safety. Would you advise me to wear the new cycling knickerbocker suits, which I see by the paper are coming into fashion?"

GUSSIE."

This is a delicate question and too great care can not be observed in giving Gussie advice. We realize to the full the importance and responsibility of our position, and if we make a mistake it will be a mistake of judgment and not of intention. It all depends, Gussie, whether your pa is a man of strong character or not. We have known whole families wrecked by a much less obstreperous affair than a pair of ladies' knickerbockers. We once knew a colored man who got ten years in the penitentiary for stealing an old vest which would not, if exposed for sale, have brought one-tenth the price of a pair of the "rational" trousers for female wheelmen, if we may so speak. You must bear in mind also, Gussie, that there are other things to consider besides mere appearance and convenience.

Take dogs, for instance. In our case knickerbockers have proved an irresistible temptation to dogs of high and low degree. In adopting the new dress you must not forget that one woman's skirt can cause more anguish of soul, of trouble of spirit to the average dog than any nineteen pairs of short trousers. You must not forget another point. In assuming a man's dress you take all a man's liabilities and you *must* keep to the right when on the road. You will find that a skirt makes all the difference in the world when it comes to drivers of vehicles turning out for you. We have seen road hogs deliberately turn out for a petticoat and run directly into us in the next block. Your old costume will give you the right-of-way down town and on the boulevard, whereas the knickerbockers will expose you to the contempt of every beast that handles the reins.

These are only a few reflections that occur to us at present on the practical side of the question. Of course we will not undertake to advise you on the personal phase of the question. If you have a sweetheart we would

advise you to see him about it. You might also drop in on your family lawyer and consult him as to whether you will have the law on your side in case some intelligent and over-scrupulous officer arrests you on a charge of disturbing the peace, obtaining comfort under false pretenses, or for any other heinous offense. In any case, we would urge upon you the necessity of at once joining the L. A. W. if you intend to become a rationalist. In union there is strength.

Zimmerman and Cash Prizes.

One of two things seems certain: Either Zimmerman or one of his fool friends is making a show of the champion, or the daily newspapers from New York to Sacramento are being prettily played by some practical joker.

The matter seems to go further than this country, too, for we see a report about Harry Wheeler offering to back the American champion against the whole of Europe, England included, for anything in the vicinity of a stake of \$10,000. Is Zimmy losing his head or has the adoption of the A and B classes opened up a new era?

The New Member Talks.

"Say, do you think Skrachmann will win the time prize in the Pullman this year?" said the new member as he strutted into the clubhouse and addressed a tall, lanky, big-boned individual in cycling togs who sat with his feet on the periodical table and puffed away at one of the club's new cigar's (3 for 5, by the box).

"Oh, I don't know," responded said individual, lazily "s'pose it d'pends on s'condition."

"Condition! Rats!" returned the new member. (The new member, of course, was very "fresh.") "He's always got some excuse for being beaten. That fellow ought to be expelled for being a professional. He's a great big bluffer, I think. The papers are always talking about him, and publishing his picture, and I think he's a regular chump. I don't think he can ride just a little bit."

"Oh, I don't know," returned the smoker, eyeing the new member with surprise. "He's always been pretty well up in the Pullman, hasn't he?"

"Yes, but up to last year he has been favored by the handicapper hasn't he?"



"Oh, I don't know, has he?" asked the lanky man. "I always thought the handicapper gave 't to 'im in the neck."

"Well, he's a big bluff anyway," said the new member. "I understand he tries to throw men down on the road, and last year I heard that he put broken glass and carpet tacks on the road to do up a man that he doesn't like. I think any man that would do that ought to be hanged."

"Is that so?" said the smoker. "I always thought that Skrachmann was a pretty decent sort of a fellow."

"Are you a relation of his?"

"Oh, no."

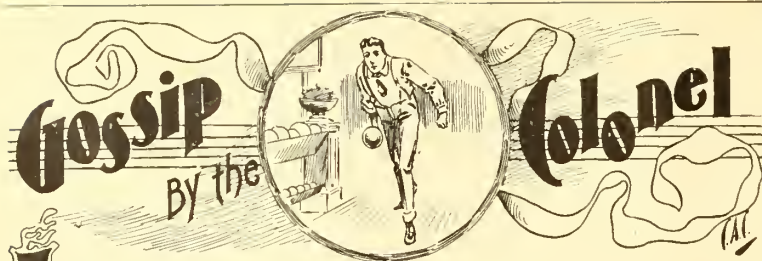
"Are you a friend of his?"

"No."

"Then why do you stick up for a fraud like him?"

"Oh, nothin'," said the lanky man, "only I happen to be Skrachmann myself."

And then the new member went out into the retiring room and kicked himself eight distinct and different times,



IHAD the misfortune to break my shoulder this summer. The injury was quite a serious one, but in the due course of time the injured member was all right—or seemed to be—and I got about in my accustomed way. Some time after I thought I had fully recovered, a friend persuaded me that bowling was the greatest sport on earth and further persuaded me to try my hand at it. I was nothing loath and went at the game with a full supply of "main strength and ignorance." I got along finely, but the next morning I found that my shoulder was giving me a great deal of trouble. The trouble was not especially painful and I would not have thought much of it if it had not been for having broken my shoulder so recently. The pain continued and I continued to worry. Just when I had made up my mind that I would have to consult a doctor, the fact suddenly presented itself to me that the shoulder that was giving me all the trouble was not the one that had been broken at all.

The inventor of an interchangeable gear was showing its merits to a prospective customer at the Philadelphia show.

"What is the gear now?" asked the stranger.

"Sixty-four," replied the inventor.

"Let me see you change it," said the stranger. "What is it now?" he continued, after it had been changed.

"Forty-eight."

"Can't you make it fifty even?"

"No."

"Well I would like it a great deal better if you could change it to fifty."

"Young man, do you know what a gear is?" inquired the inventor in disgust.

"Well no, not exactly, but I would much prefer a fifty gear."

He did not buy.

I have always prided myself on having a particularly large bump of locality. I have not the least trouble in finding my way about almost any city that I ever visited. I can steer my way through the backwoods without difficulty or fear of getting lost, but I am free to confess that in Boston I never feel more than half sure that when I start out for a place in that town I am going to get there. I have been there several times, but whenever I strike the town I take care to provide myself with a little pocket map, and make sure of keeping the right course by consulting it. The other day when in the town of beans I was walking along in a hurry when I was stopped by a stranger who asked me to direct him to South street. I replied that I was a stranger in the city, was sorry, but couldn't help him.

As I said "stranger," he held out his hand and said, "Shake. I'm glad to see a stranger. Where from?"

"Chicago," I replied.

"Shake again. So am I."

Thereupon I dived into my pocket and pulled out my little map, and we put our heads together and began looking for South street. I do not know whether it was on that map or not, but neisher of us had found it when the burly form of a policeman hove in view, and we gave up the search.

"Good-by," called the stranger as he made after the minion of the law, "I'll see you some day in the only town on earth."

Talking about Boston reminds me.

Have you ever been shaved in the Hub? Want to try it? It is a novel experience. The barbers in that town know what virtue there is in hot towels and make the best use of their knowledge. After the barber has finished shaving you and mopping off your face he gets a hot towel. A—well, a very hot towel and wraps it around your chin and mouth up to the very nose and leaves you there while he goes for another very hot towel which he wraps around your forehead, over your eyes, and down to the tip of your nose, leaving nothing but your nostrils uncovered. Then he goes for another towel hotter still. He replaces the first one with this and goes for another, which he puts in place of the second. He keeps this up till your face feels like a lobster that has just come out the pot—and looks the same, too. Then he lets you go, after the usual applications of bay rum, powder, etc.

But it is wonderful how good you feel after it is all over. I have not made up my mind yet whether it is the relief of getting out from under those towels or the virtue in the hot towels themselves. Who can enlighten me?

Proprietor Loomis, of the Galt House, at Louisville, where the National Assembly had its headquarters, was introduced to a number of the dele-

gates to the assembly by Colonel Watts, and defined his position in the cycling world in this wise:

"I belong to a wheelmen's secret society in which there are three degrees. The first is Enthusiast; the second is Crank; and the third—to which only three have ever qualified, of whom I am one—is D—F—."

As a matter of fact Mr. Loomis is one of the most enthusiastic wheelmen I have yet met. He rides on every possible opportunity, Sundays, evenings—any time at all.

There is a popular saying that a man is on needles and pins when he is in a position of anxiety and suspense. I never realized the full applicability of the phrase till I saw Dan Canary at the Louisville meeting of the National Assembly at the time when his plea of "Wash me and I will be whiter than snow" was under consideration as well as the similar pleas of others. He was more than dubious about his case going through. It was in good hands, however, and was the first to be presented to the Assembly and went through with a hurrah, the rules being suspended. A number of others were sent the same road when, all of a sudden, a virtuous feeling struck the Assembly and the rest of the applicants were left out in the cold. The application of one, Kennedy, was reconsidered and the man who had a moment before been reinstated was thrown out on the cold world again. A second case, that of C. M. Murphy, was reconsidered, but this victim was by a narrow margin allowed to remain in the fold.



All this time Canary was moving uneasily around in his chair or every once in a while getting up to beat time to the arguments with his feet. There was no such thing as rest for him. "Do you think they'll reconsider my application?" he would ask, anxiously, pulling his mustache in his nervousness, or would ejaculate, "I wish the fellows would adjourn and settle this matter." At last when the Assembly did adjourn and there was no more chance for the people who had reinstated him to undo their work he was happy. He fell into the hands of the Philistines in the garb of friends and proceeded to try his "white wings" as his rehabilitation was called. The wings had been long unused, but were found to be in excellent order, and carried their owner on a flight such as would do credit, perhaps, to a man whose wings had been in constant use for years.

Now Dan goes around telling his friends that he is as good a Class A amateur as any in the land, and don't you forget it.

Tom Eck writes that Johnson will ride a Stearns this year and that he will be found riding in Class B.

THOUGHT THEY WERE A. P. A.'S.

CLEVELAND, O., March 5.—Echoes of the last C. W. C. walk are still heard. One of the members is in business upon the West Side and Tuesday one of the men under him asked if he had heard about the A. P. A.'s being out the Sunday before. "Why," he said, "they came down from Toledo on a special train, got off at Lighthouse street and marched right over through the 'Triangle.' Only that the boys were down on the ice that afternoon there would have been some fun even if there was a big gang of 'em." The walkers have reason to be glad that the boys were down upon the ice that afternoon.

An Actor's First Riding Lesson.

A delegation from the C. W. C., to the number of fifty-seven, attended the Lyceum theatre on Wednesday evening last in a body. The attraction was the Wilbur Opera Co. in the "Black Hussar" and the performance was much enjoyed. A bicycle trimmed with ribbons in club colors occupied each side of the stage and several of the members of the company also wore the purple and gold. Mr. W. H. Kohnle, who essayed the character of "Piffkon," made one of his extrances upon a wheel and as it was his first attempt of the kind his efforts to preserve his equilibrium provoked rounds of laughter. However, he managed to get through without any serious falls, as he had purposely chosen a wheel the height of which would allow the tips of his toes to occasionally touch the floor. The performance was unusually long, as the boys insisted upon two or three encores for almost everything, and upon several occasions smothered the sounds of the orchestra almost entirely when they started upon something else too soon to suit. When the curtain went down upon the last act the club yell was given with a will, it having been forbidden until that time by the theater management, and the boys quietly dispersed.

That Game of In-Door Foot Ball

between the Cleveland Grays and the Lakeside Cycling Club was, as we predicted, won by the latter, hands down. The score was to the tune of 13 to 1, and their revenge upon Baehr for joining the Grays team was complete. The boys are now looking for more worlds to conquer.

Captain Lindmueller, of the C. W. C., has appointed his lieutenants as follows: J. C. Turner, first; W. Simmons, second; and L. C. Dorn, third. The choice gives general satisfaction.

A ladies' night, the first by the way for the present season, was given at the Lakeside clubhouse one evening last week. It was voted a success and ladies' nights will be a fixture in the future.

The "century" season at Cleveland opened up Sunday. Messrs. Merriks, Vaupel, Kissig, and Storey, of the C. W. C., were the pioneers, and the course ridden was Painesville and return and Willoughby and return.

Mr. W. H. Chubb has been appointed agent in Cleveland for the Wheelman's Registration Co., of Boston.

Raymond in Great Demand.

NEWARK, N. J., March 6.—The Atlanta Wheelmen will give its annual dinner March 12. Howard E. Raymond has accepted the invitation of the club to attend and make a speech. From here he will go to Baltimore, Md., to act in the same capacity as in Newark—that of speech-maker—to the Maryland Bicycle Club, who has announcements out setting the date of its dinner at March 16.

The Orange Athletic Association officials will enlarge their present race track from one-fifth to one-quarter mile. They will also widen and bank the turns, and thereby make one of the best one-quarter mile tracks in this part of the country. Newark wheelmen are all complaining about the distance to the Waverly track, and the proposed enlargement of the O. A. A.'s will be highly appreciated by them, as well as by the cycling community at large.

At the last meeting of the Newark wheelmen ten new members were elected, and more applications are being received daily. This club will make a strong bid for racing honors on the track this season. Already some of the speedier men of the club are quietly getting into form. Geo. W. Coffin, their captain, says he will make up his team of such men as E. L. Blauvelt, who won thirty-one first prizes last season, and is going better now than ever before; Chas. H. Coffin, whose best time was made in the Irvington-Milburn, where he covered the twenty-five miles in 1:16-11, which still stands as a record for New Jerseyites; Monte Scott, formerly Rhode Island champion, and the popular captain himself, G. W. Coffin. The club has secured a large house on Cedar street, near Broad, and bids fair to soon rival the Atlanta's in point of size. This is the second year of the club's existence.

Dates of the National Meet.

DENVER, COLO., March 5.—The Denver Cyclists' Union held a meeting last night to discuss the plan for the League meet. Many of the details were arranged and it was decided to ask Chairman Raymond to give Denver the week from August 27 to September 1 inclusive. While this may conflict with the eastern circuit, the Denver people think that Chairman Raymond can arrange the dates, so that they can hold the meet the latter part of August.

Lewis Leaves the "American Wheelman."

Dai H. Lewis, advertising manager and former editor of the *American Wheelman*, has severed his connections with that paper. No cause is given.

RACING BOARD MATTERS.

Mr. Wm. Schnell, of Lincoln, Neb., is hereby suspended pending an investigation of his amateur status.

The racing rules will not be ready for distribution before the middle of April. Applicants for same will please take notice.

Sanctions granted: May 30, Rome Cyclers, Rome, N. Y.; May 30, Utica Cycling Club, Utica, N. Y.; May 30, New Jersey Athletic Club, Bergen Point, N. J.; June 23, Kings County Wheelmen, Brooklyn, N. Y.; June 15, Elizabeth Athletic Club Cyclers, Elizabeth, N. J.; July 4, Tourist Cycle Club, Paterson, N. J.; July 4, South Orange Field Club, S. Orange, N. J.; July 4, Watertown Cyclers, Watertown, N. Y.; July 7, Riverside Wheelmen, New York City; July 4, New Jersey Athletic Club, Bergen Point, N. J.; September 3, New Jersey Athletic Club, Bergen Point, N. J.; May 30, Associated Cycle Clubs of Boston, Waltham Mass.; Sept. 11, 12, 13, Springfield Bicycle Club, Springfield, Mass.; July 4, Malden Bicycle Club, Waltham, Mass.; May 30, Bay State Bicycle Club, Worcester, Mass.; May 30, Thos. R. Varick, Manchester, N. H.; July 4, Thos. R. Varick, Manchester, N. H.; February 22, Fresno Athletic Club, Fresno, Cal.; May 30, Bay City Wheelmen, San Francisco, Cal.; July 4, Oak Leaf Wheelmen, Stockton, Cal.; July 4, Acme Athletic Club, Oakland, Cal.; September 10, Garden City Cyclers, San Jose, Cal.; October 1, Olympic Club Wheelmen, San Francisco, Cal.; May 1, Dixon Driving Park Association, Dixon, Cal.

ZIM MAY TURN PRO.

NEW YORK, March 7.—(Special).—Zimmerman was seen by a BEARINGS representative today and asked if there was any truth in the rumors that he was going to turn professional. He said that there was nothing definite decided yet but that he was negotiating with people in France and if the inducements were great enough that he would forsake the amateur ranks. He added that it was merely a question with him where he could make the most money.

LATER.—A dispatch from Baltimore says that Zimmerman was there last Wednesday and told THE BEARINGS man that he had a cablegram from Wheeler offering him \$15,000 to race in Paris. Zimmerman declared that he would not lose his amateur status for that amount.

Trying to Save the Baltimore Track.

BALTIMORE, MD., March 5.—About the knottiest question that has ever come before Maryland cyclers is how to keep their track free from debt and their own skirts clear. The surface of the track is rotten rock, and when in its best condition makes admirable going. But so susceptible is it to every rain storm that it has been very expensive building up the banks that are washed down and smoothing out the kinks in the surface. After two seasons of activity to combat these expenses it has become the most difficult task the Maryland division ever had. Hitherto, the track has been let on a basis of the payment of forty per cent of the net profits to the association as rent. While this is an admirable arrangement for the encouragement of race meets yet it has been found to work so against the best interests of the track that a change has really become necessary. It is understood on the best of authority that the local racing board will recommend, at the coming meeting of the board of officers, that this basis be changed and in future cause those renting the track to yield over twenty five per cent of the gross earnings. But for a little breeze that occurred in the last meeting of the board of officers it is probable that any recommendation for a change of basis along the lines indicated would not have received any bitter opposition. At this meeting of the board some talk arose as to the large expense account of the meet of one of the largest clubs here. The matter was smoothed over. Now that the new basis is proposed and the intimation gone forth that the action was taken to prevent extravagance at future meets, some of the officers of the club in question think the gauntlet is thrown down to them. As a result there are murmurings of a contest and bitter fight. How far such a stand will go and its effect is problematical. One of the most active spirits in the race meet referred to showed his documents indicating that the club had made some \$700 on its meet. His figures also showed that there would have been a loss of \$100 on the same event had the gross receipt basis been in operation. As this meeting was one of the most successful of the year, he argued from it that the adoption of the new basis would put a blight on the local track sport and do more to injure the track than to save it.

The Baltimore Club has secured the Fourth of July date. This club is getting together subscriptions for the stock to build a fine new home.

The Clifton Wheelmen will fill the Decoration Day date.

Culver Signs With the Sterling People.

C. R. Culver, who trained Sanger last year and made a world-beater out of the boy, will not train the Milwaukee lad this year. Last Wednesday he signed a contract with the Sterling Cycle Works, of Chicago, and if that firm have a team in the field this year Professor Culver will train it. In the mean time he will represent the Sterling in the east.

Austin Crooks, of Buffalo, and Newhouse and Bettner, of the N. C. A., are the latest ones to sail for sunny France to help Wheeler down the for-given.



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The Raleigh Art Catalogue

Contains extracts from "Points for Cyclists,"
Biographical Sketches of famous Raleigh
riders, with

Beautifully Executed
Photos of Zimmerman and Wheeler.....

The Amateur and Professional Bicycle Champions of the World.

Raleigh Cycle Co.

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NEW YORK

RETURN OF THE ANCHOR SHIELD.

LONDON, Feb. 17.—I have just returned from Ditton where I have witnessed the start of the procession in connection with the long boomed "Return of the Anchor Shield." The Anchor Shield, it will be remembered, is the handsome silver trophy, intrusted by the Dibbles of the "Anchor," Ripley, to the London County Club, as a perpetual challenge prize in connection with that club's annual twelve-hour competition. The conditions under which the trophy is held prescribe for its return to the Anchor at the beginning of each year, and for weeks past Hillier has been working with that volcanic energy which distinguishes him, to organize a function down the Ripley road which should herald the opening of the 1894 riding season.

Early this week it looked as if a fine day might be reasonably expected, but our treacherous weather clerk ordained it otherwise, and this morning broke with

A Leaden Sky, a Continuous Drizzle, and Sodden Roads.

These depressing conditions continued as the day wore on and it became evident that Hillier's "hippodrome," as the function had been facetiously styled, was doomed to prove a ghastly fiasco.

At 3:40 when I arrived at the Angel, Ditton, I found the rural populace, which had been expected to flock to the scene and line the route along which the procession was to have passed amid their frantic plaudits, represented by three or four elderly laborers and half a score of diminutive urchins, who stood in silent awe under the steady downpour, awaiting the appearance of the promised procession from the Angel yard.

Of course, Hillier was there in waterproofs, a picture of Spartan determination, marshalling a faithful but attenuated following. The very moment of the start was at hand. Every one felt the need of tumultuous cheers, but this being out of question, a pressman, determined to secure dramatic effect of some sort for the start, called for "perfect silence," and forth into the pitiless rain rode the plucky little band. F. G. Dray and G. E. Osmond piloted the way at a funereal seven-mile gait, mounted upon a quadricycle, bearing an enlargement of the L. C. C. & A. C. badge. Another similar machine followed bearing the Anchor Shield and the banner of the L. C. Club, its riders being G. L. Hillier and a handsome novice whom no one seemed to know, occupying the front seat despised by the absent C. G. Wridgway. The following wheelmen consisted of H. L. Clark, C. A. Smith—a moving mud-heap—Albert Bonsor, bearing the banner of the Southern Counties Camp; J. S. Smith and Sames, the veteran tricyclists; J. M. James, with two other riders on front drivers; "Brave Heart" Swindley and others. And thus was

The Weather-Marred Jaunt Doggedly Commenced amid the irresponsible gaiety of a little group of pressmen on foot.

The travel-stained enthusiasts steered for Cobham and Ripley—their destination—where, doubtless, they will hold high revel tonight, notwithstanding the prevailing mud and moisture out of doors. Hillier is quite as capable of enduring a disappointment with fortitude as he is of exulting over a success, and he will have the sympathy of all his friends in his hour of damp despondency. Tramping slowly along the muddy highway, a score of unhappy boardmen, advertising Gamage's specialities, were the only human beings afoot to witness the melancholy spectacle after Ditton was cleared.

The Polytechnic C. C., as I foreshadowed some weeks back, has now joined the Catford Club in admitting approved professionals to its ranks.

There was held on Thursday evening a meeting of the delegates of the clubs connected with the Southern Counties Cyclists' Camp. The camp site this year will most probably be at Hemel Hempstead, a charmingly rural spot situated twenty-five miles northwest of the metropolis. Several reforms are promised which will check and abolish the lavish expenditure on decorations, illuminations, and promiscuous hospitality, carried to undue limits by the larger clubs in the past camps. E. Hollands, of the Pickwick C. C., a camp committeeman universally popular among the dwellers in the southern tents, has been elected president for 1894.

A meeting of the Cycle Manufacturers' Association has decided that

The 1894 Show Shall Extend Over Five Days

only, instead of the nine days, as hitherto. The precise import of this policy remains to be revealed.

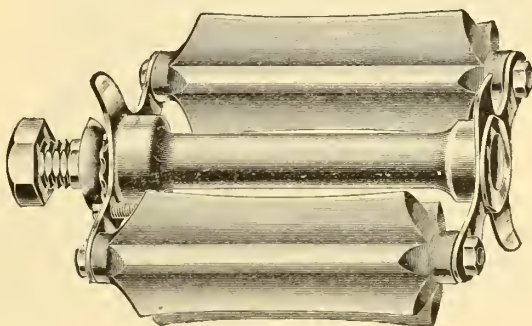
Joseph Pennell, premier pen and ink artist and *quondam* wheelman, has gone to Constantinople on an artistic mission. R. L. Jefferson, the copiously contributory "Captain Clincher" of the *Wheeler*, will commence his cycle journey to the eastern capital on March 10.

Will Regulate the Professionals.

The scheme for controlling professional racing was adopted by the meeting of the Council of the N. C. U. held at Leeds last Saturday. Both Dr. Turner and G. L. Hillier, who, at the London Centre meeting strongly opposed the suggested holding of an annual championship open to both amateurs and professionals, were not present at Leeds. Consequently it is not surprising to find that the recommendation in question was adopted by the council and now forms part of the scheme. At the London meeting I suggested, in opposition to Dr. Turner's opinions, that the feeling throughout the country was not in agreement with his views upon the point. Nevertheless, he easily carried with him the votes of all present save two or three—and the meeting was a large one. The decision of the Council at Leeds fully confirms my view and I venture to predict that time will prove the policy sanctioned to be in the best interests of the sport.

C. W. HARTUNG.

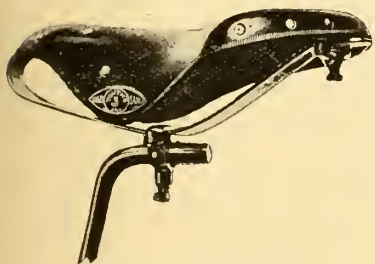
BRANDENBURG PEDALS



(PATENTED.)

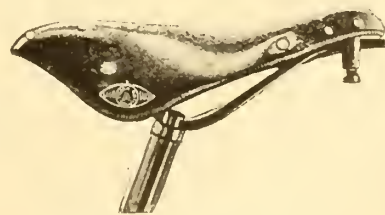
Positively Dust-Proof.

SPECIAL RACING PEDALS
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STYLE A—Upright Post.

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GENERAL WESTERN AGENTS—Rich & Sager Co., Ellwood Shafting and Tube Co., Bicycle Wood Rim Co.

Mention The Bearings.

THEY SAW A GHOST.

How a Syracuse Boy Tried to Scare his Club-Mates—A Reminiscence of the old Ordinary Days.

Wheelmen in Syracuse are beginning to arouse themselves from the indolent pleasures of a long winter. Bicycles are being taken from their storage places, racing men are putting new life and vigor into their aimless limbs, and all is activity. Preparations have already begun for holding several large race meets in Syracuse, and between the Syracuse Athletic Association and Century Cycling Club, affairs will be in a joyful turmoil as long as the season lasts. Yet, while the snow still covers the hills and roadsides about the Saline City, the wheelmen cock their feet on chairs and sofas around the big fireplace in the Syracuse Athletic Association to relate weird and pleasant experiences of the years gone by. Last Sunday a party of "old timers" was found in the chimney corner discussing various topics concerning the pleasantest of sports—cycling. It finally reached the cleverest story teller in the club, Cycling Capt. George C. Westfall, to relate some of his wheeling experiences, and for a half-hour while the clubmen gathered about with strained ears and hushed voices, they heard a story that has been a byword among the cyclers of the city who rode in the ranks ten years ago. Now Mr. Westfall is gifted with eloquence and his portrayal of the subsequent facts was intensely interesting. "Boys you all know Harris, George H. Harris," Mr. Westfall began, "the little daredevil who was about the fastest rider in these parts in his day. Well, he is the subject of this tale, and while the true facts have never before been given out he will readily confirm all that I say. It was arranged one September evening at the clubhouse of the old Syracuse Cycling Club that a party of us would make a journey to Fayetteville, a distance of ten miles, and return without any member of the party speaking one syllable or stopping by the way. It was more of a dare than anything else and the boys consented just for the excitement. You are all aware what a dark and treacherous course this run is and the tiresome pull it is over the hills. There were just seven of us to make the start and when midnight arrived all showed up except Harris. 'He's a quitter,' yelled several of the riders in chorus and disgust, and it was then determined to exclude the man of small stature from future excursions of this sort. It will be well to explain here that the man who first broke the silence by a speech was to settle for the suppers.

"Hurling maledictions on the head of the reprobate we started out in silence. It was terribly dark, the cold wind blew in our faces but not a man flinched. It was a weird and strange undertaking and every one of us were mounted on ordinaries. Mind you, they were the old bone-shakers in those days but the boys could pedal with surprising swiftness. Let some of you fellows who ride twenty-five-pound wheels, try a jaunt of one hundred miles over the rough country roads in one day, on one of those machines, and when you finished your trip you would feel as if the ride had been some accomplishment. But that is not here nor there. To make a long story short we were returning swiftly from Fayetteville and had covered half of the distance, when a startled ejaculation from one of the foremost riders caused us to raise our eyes and peer into the darkness. Heavens, what a sight! Ahead of us, standing in the middle of the road was a being, who from all appearances might be an inhabitant of the infernal regions.

"It was a man fast enough, but whether it was human or simply a ghost of some departed wheelman we could not discover. We dismounted and huddled together like a lot of scared children and watched the strange antics of the ghost. Singularly, it was not of the ordinary height and seemed in the intense darkness to be a living mass of fire. Sparks emitted from its hands and arms, while an occasional toot from its livid lips caused a cold shudder to run down our frames. There we stood, not daring to move, while the animal-like thing waved its arms and bade us approach. Now there was one daredevil in our party who feared neither man nor devil. He stood mute like the rest of us, but finally with a firm voice he

announced his intention of inspecting the strange individual. Imagine our consternation. We begged of him to pay no attention and one man in the party suggested we try another road for home or return to Fayetteville. While this short discussion was being indulged in the brave wheelman was on his wheel and flying in the direction of the unnatural being. He was the fastest rider in the crowd and we knew if the thing was of this earth he would capture it. Nearer and nearer he closed in upon the ghost. But ah! what is this! Silently as it had stood beside the bicycle in the middle of the road

The Spirit Mounted the Machine

and went flying away with the suddenness of the wind. In less time than it takes to tell we were off in pursuit. My! but we fairly sailed along. There was that ghastly thing way ahead of us and occasionally beckoning us on. Jack, that was the leader's name, was well in advance and straining every nerve to come up with our strange visitor. The latter seemed to be imbued with powers of another earth for the distance did not lessen between pursued and pursuer. On, on we went. Every man was determined to run the thing down even to death itself. Gasping and panting we sped along.

Now the main body began to drop behind. Only two of us were left when we finally caught up with our leader. Fainting for want of breath he managed to exclaim: 'I do not know what to think of this, boys. If that thing is human he is a goer and no mistake. But I think we have been gaining. I do hope he runs into the toll-gate.' That was an idea, indeed. We were rapidly nearing the outskirts of the city and all knew that the toll-gate barred our way. Then too we noted that the distance was slowly being lessened and with a wild yell Jack set out at his best. We followed as rapidly as possible, but he was soon out of sight in the murky atmosphere. It was not long before we came in sight of the little building where the toll is taken, and through the aid of the dim light saw a body of persons grouped about a white object on the ground. Lanterns were flashing to and fro and several people were talking in excited voices. We pressed nearer, and finally dismounted beside the party. There was our ghost-like friend lying on a blanket while Jack stood over him with a pail of water in one hand. Judge our surprise when we recognized in the phosphorous bedecked individual George H. Harris, our truant wheelman, who was thought to be miles away. He was lying cold and helpless now, the usual smile was lacking, and it was indeed a sad party that gathered around. He had thought to give us a grand surprise and a chase later, but miscalculated that the bar of the toll-gate was down at the time, and he went pell mell into it. He only got the wind knocked out of him and we slowly returned to the city. Harris had dressed himself to imitate a spirit and gave us a great scare which

might have ended seriously. Who paid for the supper? We got home at 2 o'clock the next morning and the caterer had to get up and prepare a spread which our friend Harris settled for." When Mr. Westfall had completed the narrative he looked about him at the silent crowd of listeners. Not a word was said but one by one they left the room until it was emptied. The last man to go turned to the cycling captain with the following words: "George, you are a dandy and no mistake. We award you the palm." It is needless to say that Harris was out of town, now traveling for the Syracuse Cycle Co., and the boys will wait eagerly for his return.

Old-Time Telegraphers.

John O. Blake, manager of the retail store of the Gormully & Jeffery Mfg. Co., Chicago, Thomas F. Sheridan, late candidate for the presidency of the L. A. W., and Dan Canary, the old-time trick rider, now a pure amateur, were all telegraph operators in Connecticut years ago. Mr. Blake was at Meriden in 1868, and Dan Canary at the same place ten years later. Mr. Sheridan was at Bridgeport in '72 and '73. In talking of this fact it is discovered that a number of the most prominent in the sport were at one time pounders of brass. Chief Consul Billingsley, of Illinois, Grant Newell, one of the Illinois delegates, C. E. Salter, a prominent Chicagoan, and many others.



"Well, what do you think of the Assembly?"

—"DAVY" POST AND "POP" BREWSTER.

The L. A. W. BULLETIN

Advertising space in the new Bulletin will be limited to 22 pages, for which yearly contracts must be made at the following rates per issue:

One page	\$38.88	One-eighth page	\$7.77
One-half page	22.22	3 inches	7.22
One-third page	16.66	2 inches	5.00
One-quarter page	13.33	1 inch	2.77

To which three per cent will be added for each thousand above 25,000 copies. To these prices add 15 per cent for six months, 25 per cent for three months, and 35 per cent for single insertion contracts. 10 per cent discount will be allowed on all contracts for cash in 30 days.

Preferred positions will be sold to the highest bidders.

Order space immediately if you want it at all.

Forms for first issue close March 13.

BEARINGS PUBLISHING CO.

46-48 Van Buren Street, CHICAGO.

SENSATION IN SYRACUSE.

SYRACUSE, N. Y., March 4.—The governing board of the Syracuse Athletic Association was rudely surprised at its last meeting to receive the resignation of Cycling Captain George C. Westfall, who was a "power behind the throne" among the wheelmen, and in wheeling interests generally. Several weeks ago when the election was held, Westfall and W. Fred Hazleton, an enterprising member and one of President Luscomb's stout adherents, were at dagger's points to obtain the most honorable position the club had to give. Weeks before the night of election the members began their canvass. The struggle waged as no other club election ever thought



W. FRED HAZLETON.

of doing. Each man had a strong coterie of "Billy Sheehan's" and "Boss McKane's," and tried by every fair means to secure votes. It resulted in favor of Westfall by a small majority, and, mortified but not discontented, Hazleton withdrew from cycling matters. But when the captain tendered his resignation the news came like a veritable thunderbolt. No reason other than business responsibilities was given as the cause, yet the members of the Association knew some thing else than the motive mentioned must have caused the withdrawal of Westfall. It was this gentle-

man who had arranged for two race meets and a trainer for his men who aspired to the track, but now the plans are frustrated unless Hazleton takes them up, as it is very likely he will, for the governing board at once decided that Mr. Hazleton was the proper individual to select, and they made no bones about appointing him successor to Westfall immediately. Victory at last perches on the Hazleton banner, and his colleagues are wild with joy. But as to the other's resignation the information not given to the public is that Westfall was hindered in his efforts for the best interests of wheeling by the president of the association, F. R. Hazard. Cycling Captain Hazleton will make the right man. As a delegate to the National Assembly

he made himself heard in more than one instance, and is the firm friend of Chairman Raymond and President Luscomb. He supported them in everything, and the other friends he made at the convention will hold him in good stead.

Johnson Visits Town.

John S. Johnson and T. W. Eck were in the city last week, and THE BEARINGS' correspondent had a talk with them. Johnson is fixed in his determination to meet Zimmerman and then Sanger, but it will have to be in the amateur ranks. He is well aware that Jimmy wishes to turn professional, and the challenge issued by the latter to race him for \$5,000 to \$10,000 is considered by Eck as all bosh. "Let Zimmerman meet us under the jurisdiction of the League of American Wheelmen," said Eck, "and he will not find us lacking in willingness to accept his every proposition." Eck and Johnson are fired now with the thought of this great meeting, and after they return from California's Midwinter Fair they will make all necessary arrangements for meeting any of the cracks. The best news received here is that Johnson will ride a Stearns wheel, and compete under the colors of the Century Cycling Club. Should Culver be employed in Syracuse, and if a training track is engaged, doubtless Johnson will train in this city.

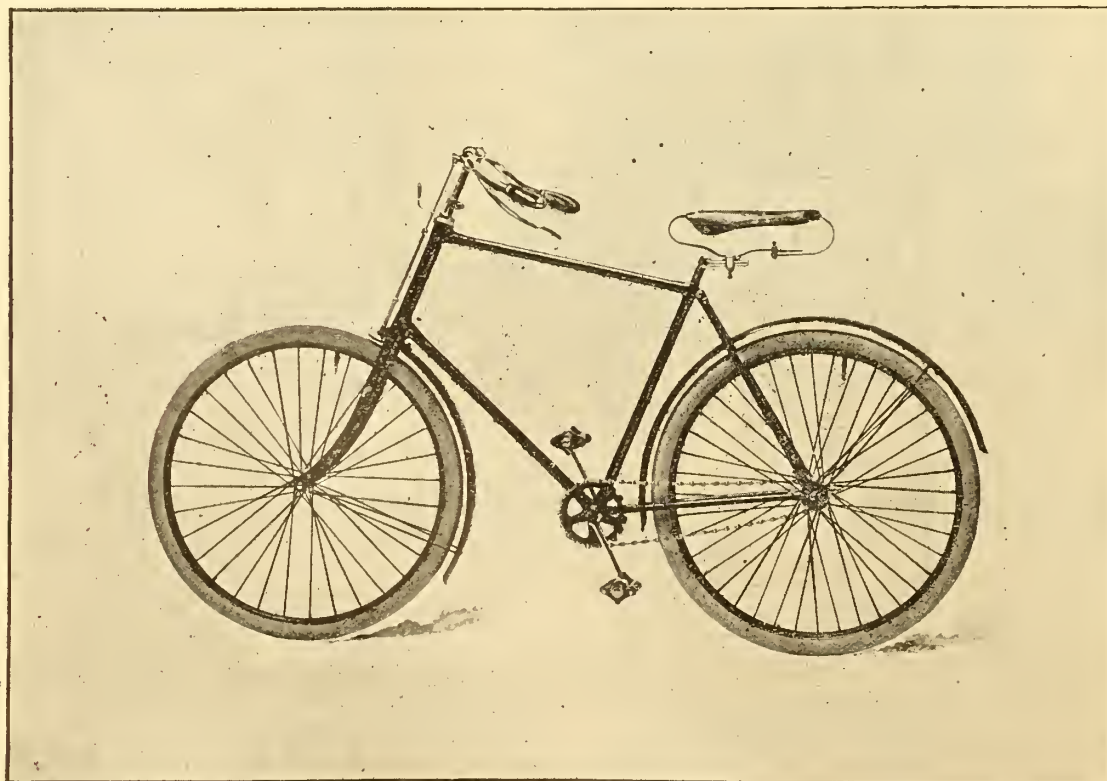
The Century Cycling Club has secured its sanction for Independence Day, and the Syracuse Athletic Association racing board is delighted with the permission to conduct their race meet on Labor Day. There will be two great meets, and the members of both clubs are now actively engaged in preparing for them.

Cycling Society in Washington.

WASHINGTON, D. C., March 4.—Everything done in the cycling line during the past two weeks has been of a social nature. The Georgetown cyclists closed their very successful fair on Saturday, and will net at least \$500 to be donated to the race track fund of the District of Columbia. Several of the other clubs have subscribed liberally, and the result will be a good race track for District amateurs in the near future. We hope so at least. The Nomads Cycle Club gave another of their progressive euchre parties on Wednesday evening. Arrangements are being made by this club for their third anniversary, which will occur in May.

The Arlington Wheelmen's popularity was again fully attested by the crowds who found their way to their fourth dance in the Builders' Exchange on Thursday evening. One more dance will be given by this club. It will come off early in April.

The telegraph management of Yokohama has tried the delivery of telegrams by cyclists, but owing to the bad state of the roads the trials have not given satisfactory results.



THE NEW PREMIER ROAD RACER

ONE OF THE FINEST 1894 WHEELS it has been our privilege to inspect is the Helical Tube Scorchers of the well-known Premier line. Its lines are almost identical with the Beeston Humber, but the use of Tangent Spokes and Helical Tubing are two extremely radical departures from that machine. A double-bridge fork-crown, larger bottom stays, and Perry's pen-steel bushed chain are among the 1894 improvements in this favorite wheel. Dunlap, Palmer, Columbia or M. & W. tires at purchaser's option. Prices, \$145 and \$150. This is a mount par excellence for the dilettanti, the scorcher, or the expert.

Mention
The Bearings.

PREMIER CYCLE COMPANY, 34, 36 AND 38 WATTS ST.
NEW YORK.

**NOTHING
BUT
JESSOP
STEEL
USED IN THE BEARINGS OF THE
"TRIANGLE" WHEEL**

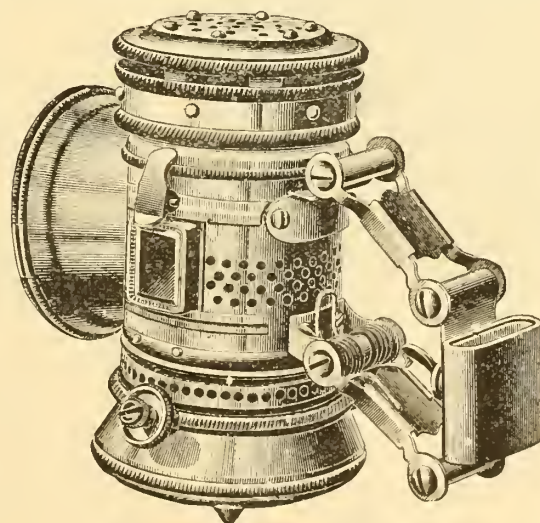
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CLEVELAND, O.**

A Radical Change ...In Lamp Construction...
...

THE SEARCH LIGHT! THE SEARCH LIGHT!!

It is a patent fact among wheelmen that there has not yet been a suitable bicycle lamp placed on the market. The best of them will become extinguished by a jar, and will give you no end of trouble.

THE SEARCH LIGHT, which we have just brought out, overcomes these difficulties, and in addition gives sufficient light to guide the rider over rough



THE SEARCH LIGHT.

roads at night. Our lamp is built on the same principle as a central draft lamp and will not become heated.

It burns kerosene, and will stay lighted ten hours. The wick does not char or work down; is filled and lighted from the outside without difficulty. It is made entirely of brass, perfect in mechanical construction, and weighs 15 ounces.

Price--Japanned, \$6.00

Nickeled, \$7.00

BRIDGEPORT BRASS CO., Bridgeport, Conn.

NEW YORK BRANCH---19 MURRAY STREET.

MENTION THE BEARINGS

ATHLETES ARE TRICKY.

PHILADELPHIA, PA., March 4.—For the past fortnight local wheelmen have been eagerly discussing the affairs of the Tioga Athletic Association. To even the most conservative it looks as if that organization was doomed to bankruptcy. None of the non-cycling members seem willing to come to its aid, although they have derived the greater proportion of the benefits of membership while making the least returns. The cricket team has been the heaviest burden the association has had to carry, while little or nothing has been gained by keeping it in existence. Prominent wheelmen who have gone down into their pockets time and again to help the association when in difficulty have been treated very ungratefully by the members interested in other branches of sports, and as a result they have decided not to "put up" any longer. It was rumored about town during the week that a scheme was on foot to disband the organization, give preference to certain creditors, and to leave the wheelmen who put up the money for the track out in the cold and then reorganize under a new name. But this proposition, which may look pretty on paper, is apt to miscarry, as the men who invested their cash to make Tioga track what it is are business men and do not mean to sit idly by and see their investment vanishing into thin air. They are watching the game closely. They will be in at the finish and may have a bit of the brush to carry home with them.

It has transpired that some four months ago a movement was on foot in this city among the colored bicycle riders for the establishment of

A League of Colored Riders.

It was to have been formulated under the same plan as the League of American Wheelmen. There was only one point that confronted them and that was the financial part, for after consideration they found they could not raise the necessary money to pay the initial expenses and thus this first attempt passed into oblivion.

The Pennsylvania Bicycle Club closed its successful social season last Wednesday evening by a dance which was largely attended. The pool tournament is now almost finished; only one or two games remain to be played to decide the winners.

At the Alpha Wheelmen's headquarters last Tuesday evening the entertainment committee presented a novel and unique entertainment consisting of several burlesque and fancy dancing events. An auction sale of various articles followed, which lasted until after midnight. Last Friday night a hard times smoker was held and a lengthy programme filled up the evening's entertainment. The outing trips for the season are now being arranged and Captain Bart Rich is preparing for the first run of the season, which will occur on Sunday, April 1.

The Park Avenue Wheelmen will commence their pool tournament tomorrow night (Monday, 5th inst). The handicaps of the different players have been made public, and are as follows: W. W. Taxis 12 points; W. Calver, scratch; C. Calver, 10 points; F. Nicely, 12 points; C. Oakford, 17 points; George Bolton, 20 points; Charles Asam, 20 points, and C. Thomas, 25 points. The Midway Plaisance smoker of the club will be presented at Millville, N. J., on St. Patrick's day, March 17. The club's annual ball takes place on April 5.

The Columbia Cyclers will close their social season on March 26 with a progressive euchre party. All the members are taking a hearty interest in the affair and from present indications it will be very successful.

The success obtained by the

Century Wheelmen Minstrel Show

was so pronounced that they have decided to give another performance at the clubhouse theater immediately after Lent. A penochle tournament is now occupying the attention of the members, forty of whom are entered. It started a month ago and judging by the closeness of the contest it is likely to last that much longer.

The handsome quarters of the Americus Wheelmen at Tenth and Oxford streets was the scene of that organization's regular smoker on Wednesday evening, and nearly 300 persons were in attendance. The large amusement hall was where the entertainment was held and was hardly adequate to supply the demands of the crowd. The programme was long, varied, and very enjoyable, musical and literary numbers predominating, with several athletic exhibitions. Captain Bedichimer is talking of calling a run

soon and if the good weather of the past few days keeps up it will probably occur on the last Sunday of the present month. Ex-Captain Hershler, who is at present the corresponding secretary of the club, is being congratulated by the members, the reason being that he is shortly to become a benedict.

The Quaker City Wheelmen are making extensive arrangements for the Annual April Fool Smoker,

which occurs on April 1, and the committee expects to make it a red-letter event in the history of the club. The competition for mileage medals offered by the club this year is already on, as is shown by the reports turned in for January. Three men have a total of 1,200 miles and quite a few have over 100, showing that an effort is being made to get into riding condition by the opening of spring. The captain is preparing a list of runs and hopes to bring out a large attendance on each run and equal the success of last year.

The Time Wheelmen's pool tournament was brought to a close last week with Charles McCracken the winner and Louis Grubb a close second. There is a tie for third place, Messrs. Pascall, Hazlett, and Milligan being the players. At a meeting of the pool committee last week it was decided to accept the challenge of the Columbia Cyclers, who recently offered to play a series of games with any club in this city. The four winners of the tournament just ended will be matched against a like team from the Diamond Street Club, after the latter get through with the inter-club contest

with the Wissahicken Club, of Germantown. Doctor Brinkman, who has the reputation of being one of the fastest road riders in Philadelphia, and a member of the club, has offered a mileage medal for competition among the members. It has been decided to hold the second annual century run of the club early in September probably on the first Sunday.

There are no more enthusiastic members connected with cycling associations throughout the country than are the riders of the Wissahicken Wheelmen, of Germantown, whose membership has long since passed the second century mark. Capt. Wm. H. Hart will have his schedule of runs prepared some time this month and efforts will be made to have the attendance much larger than last year. Progression continues among the members of the recently organized banjo club in manipulating and mastering the strings of their favorite instruments. It will not be long before the musicians will appear before their fellow members and friends in a public entertainment. Bart Kayser, the champion pool player of the club who will enter a local tournament tomorrow night, is expected to keep up his reputation and win new laurels for the Wissahicken Wheelmen.

A Big Smoker.

The Philadelphia Turners-Cycler's smoker which was held on Tuesday evening last at their clubhouse was in every respect as great a success as its prompters had predicted, not only in the merits of the programme presented but also in point of attendance and the favor and enthusiasm which the various contests and performances received. It is safe to say that rarely, on an occasion of this kind, has there been such an aggregation of athletic celebrities as combined their services to render this a red-letter night in the annals of the Philadelphia Turners-Cyclers. The inspiring strains of the Venango Military Band served as an accompaniment to the athletic performances, while the softer and highly meritorious music of the Century Wheelmen's Banjo Club appealed to the sentimental nature of the listeners. The programme included performances of almost every kind, and while the athletic contests were all of the most friendly nature they served admirably to illustrate the fine points of the respective sports. Over 600 guests were present and during the evening refreshments in plentiful abundance were served.

D. R. Perkenpine, one of the best-known wheelmen of this city and one of the committee in charge of the four national cycle shows which have been held in Philadelphia, is very ill. He is suffering from spinal trouble brought on by over-work in performing his duties at the recent exhibition. Mr. Perkenpine has the good wishes of his many friends for his speedy recovery.

The managers of a sanitarium near Paris have purchased a lot of bicycles to be used by convalescing patients for a gradual daily exercise.

They say I can't join the League

But I can yell "GOO-GOO," and
watch the boys put up thousands of

Perfection Repair Outfits

DO YOU SELL THEM?



Hundreds of dealers have our prices, and we are
rushed to the full capacity of our factory to fill their
orders. You had better write for prices—every dealer
ought to. We sell sundries only. Get list.

Ferris-Wheeler Mfg. Co.

Mention The Bearings 289 Wabash Ave., Chicago.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MARCH 9, 1894.

No. 4.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY:

142-148 W. Washington St., Chicago.

General Representative, R. C. LENNIE.

Representatives: S. A. Campbell, C. E. Graham,

J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 112 148 W. Washington St., Chicago.

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ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

THE RECORD OF THE FOWLER.

The reputation of the Fowler has been made during a period which, at the time of this publication, is only fifteen months—a time which embraces but one bicycle season. Its wonderful feats are shown in part by the appended list of winnings and records, and have excited inquiry and curiosity unparalleled in cycling annals, especially in circles where it is known that its manufacturers have not been in the field with money seeking riders, but that riders have been in the field seeking the wheel.

The following shows winnings of riders of The Fowler in 1893, who each captured fourteen or more prizes:

	1	2	3	4	Total	Amt.
E. B. Bode, Chicago....	21	11	11	8	51	\$2,550
A. D. Kennedy, Chicago	27	9	7	3	46	2,300
Wm. Schnell, Omaha, Neb.	24	8	5	2	39	1,900
George K. Barrett, Chicago	7	6	4	14	31	1,550
Colie Bell, Minneapolis, Minn.	15	7	4		26	1,300
H. R. Warren, Kansas City	11	5	5		21	1,050
C. H. Peck, "Little Napoleon," Chicago	7	5	4	3	19	950
Geo. N. Adams, Jacksonville, Fla.	10	6	2		18	900
D. E. Myers, Wichita, Kan.	9	2	5		16	800
C. T. Knisley, Chicago	9	4	1		14	700
H. C. Wood, Kansas City	6	6	2		14	700
A. D. Herriman, Chicago	7	4	3		14	700
	153	73	53	30	309	\$15,400

In addition to above, 41 other Fowler riders in 1893 won less than fourteen prizes each, making a grand total of 558 winnings on a wheel which has been before the public only a year and a quarter.

Other records are as follows:
In Michigan, 1-mile record.
In Florida, ½ and 1-mile records.
In Kansas, 1 and 2-mile records.
In Texas, ¼ to 2-mile records.
In Utah ½ and 1-mile records.
¼-mile Championship in Salt Lake City, Utah.

5-mile A. A. A. Championship.
100-mile Road Record.

6, 7, 8, 9, and 10-mile World's Records by J. W. Linneman, Buffalo, N. Y.

¼, ½, ¾, and 1-mile World's Records unpaced, on 4-lap track, by L. W. Fox, Los Angeles, Cal.



A. A. HANSON, of St. Paul,
Who rode 8,114 miles in 1893 on a 30-pound Fowler.

8114 miles on a 30-pound Fowler, without tightening nuts or breaking any parts, by A. A. Hanson, St. Paul, winning first prize in Morgan & Wright contest for greatest number of miles ridden on their tires during 1893. Also, winner of second prize for most meritorious single performance, 224 miles in 20 hours and 10 minutes.

1,300 miles, Chicago to Austin, Texas, without touching wrench to machine, by P. Von Boeckman, Champion of Texas and World's Champion Heavy Weight Lifter. Weighs 185 and rides 20-pound Fowler. Winner of third prize in Morgan & Wright contest for most meritorious performance.

Mr. Martin Nessel, the time-winner of the great annual Pullman Road Race in 1893, was comparatively unknown, while many of the aspirants for this

honor were classed among America's best road riders. The course was about 17 miles, over roads some parts of which were almost impassable. It was in a strict sense a test wherein the staying qualities of the riders depended upon the aid received from the bicycle used.

Mr. Nessel called at our office the evening before the race and said he wanted to ride The Fowler wheel. He believed that he could make a good showing, at least, and would borrow a wheel for the purpose. The machine loaned was heavier by 3 to 8 pounds than the usual type of road racers, but Nessel made the best time to the Pullman goal, a new name was added to the list of great riders and simultaneously The Fowler became famous. This was practically the initial performance of the many in 1893 which have made our wheel so conspicuous.

DO YOU UNDERSTAND ENGLISH?

An advertisement of the W. H. Holliday Co., Laramie, Wyoming, runs as follows:

"We sold the Fowler in 1893. We could not be induced to give it up, because WE HAVE TESTED IT and know it has NO EQUAL.

"Cheap wheels are a poor investment. Ride the Fowler and know you have best."

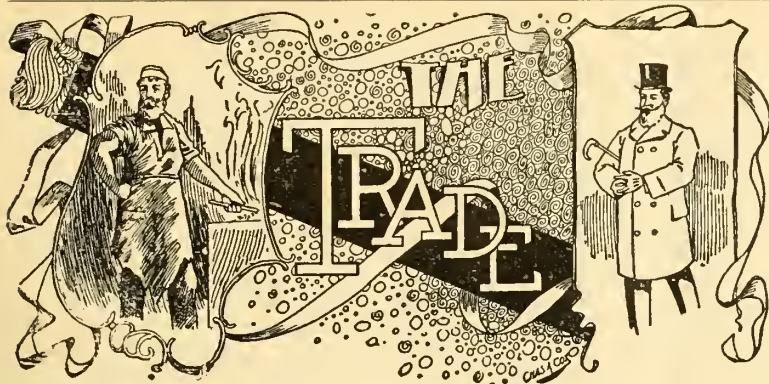
Strong, plain words these, yet this firm have sold many different high-grade wheels, and know fully what they are saying.

Every Fowler agent can truthfully say he has never handled a superior wheel, and many of our agents will tell you frankly they never handled its equal.

A LONG JOURNEY.

P. Von Boeckman, the champion heavy-weight lifter of the world, and who weighs 195 pounds, rode a regular Fowler wheel, fitted with M. & W. tires, from Chicago to Austin, Tex., a distance of 1,300 miles, and never touched a wrench or tool to his wheel, and never did a thing to his tires, other than inflating them according to the condition of the roads. A good ride, don't you think? And a good wheel fitted with good tires.

Next week we will give our opinion of the festive trade note, which will be interesting reading to many of the manufacturers.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

The Right Kind of a Testimonial.

Bearings Publishing Co.: We take pleasure in saying we have received more inquiries for wheels since we advertised with you than we have ever done in the same length of time before. We have a good wheel, and we think an ad. in "The Bearings" is a good way of letting the people know it.

Yours very truly,

Demorest Mfg. Co.

Hugh McDonald

Williamsport, Pa., March 3.

THE CYCLE SHOW FAD.

It may be that we are wrong in calling it a fad. Since the close of the big New York show, and the lesser affair at Philadelphia, there have been held in various parts of the country any number of cycle shows. Some of them have been held under club auspices; some have been given by individual firms of dealers; and some have been given by a combination of dealers in one city. That these cycle shows have a beneficial effect no one can deny. Whether they will prove of sufficient, direct profit to the promoters for them to be continued, remains to be seen. In Buffalo, Martin held his show for the second time this year. He must have found that it paid him or he would not, with his reputation as a sharp business man, have repeated it, but what might have proven a paying thing for him might be just the reverse for some other man. It all goes to illustrate, however, the growth of the trade cycle industry. It further goes a long way toward proving that two big cycle shows would pay the trade, one in New York and one in Chicago.

1894 TRADE PROSPECTS.

There is but one story told by the cycle salesmen as they come in from their trips on the road. Agencies are not hard to place, but orders placed are in almost every case small—not because the dealers do not look forward to a good year's business, but because they have learned a lesson of conservatism from last year's experience, and are determined to be on the safe side. In the east business is much better than in the west. Business generally is better, and the cycle business feels the commercial pulse. The prospects are far brighter than they were a month ago, and while there is no danger of a boom in any line of business, it is safe to say that no bicycle manufacturer who pursues sound business methods, and is a little more than usually conservative, need fear for the results at the end of the season.

TRADE NEWS FROM NEW YORK.

NEW YORK, March 6.—The retail store of L. C. Jandorf & Co., on One Hundred and Twenty-fifth street, near Seventh avenue, is very well patronized by the class of customers who buy. These firms are exclusive eastern agents for the Smalley and also carry a complete line of Sterlings. Their repair shop is one of the most thoroughly equipped in New York, and the Jandorf Special is a feature of the work turned out. The Special is a "beauty," built entirely with a view of being up-to-date. It sells at \$125, and weighs from seventeen to twenty-five pounds. This company will open a downtown branch store in the vicinity of Broadway and Warren street, which is rapidly becoming studded with cycle stores. They will be ready for business by April 1.

B. H. Devine, formerly manager of A. G. Spalding & Bros. uptown stores at 177 Broadway, and 347 Lenox avenue, has gone into the bicycle business for himself. He is located at 1775 Broadway, and will handle Spaldings and Credenas.

A drawing attraction in the window of the Raleigh Cycle Co.'s store is a tandem safety, built strictly on the Raleigh lines. The machine weighs twenty-three pounds, and was built specially for Mr. McDonald's two children. A single safety built for his little boy, weighs eleven pounds, and is also on exhibition. The Raleigh people seemed unusually busy for this time of the year.

The Schwalbach Cycle Co. has assumed the corporate name of the Brooklyn Cycle Co. This company is under the direct management of S. F. Frasick, who is located at their main store, No. 555 Fulton street,

Brooklyn. The branch of the Brooklyn Bicycle Co., is at 1216 Bedford avenue. The wheels carried in stock are: Columbia, Hartford, Hickory, and juvenile. They also carry the Fulton, a \$65 machine, weighing thirty-two pounds.

J. W. Bate & Co., 324 Flatbush avenue, Brooklyn, report business slow, but prospects good. Mr. Bates carries the Western Wheel Works products, Lyndhursts, and Sunols. He is building a special wheel which he calls the Bates' Special. An extensive renting and repair business is run in connection with his retail department.

The Brooklyn branch of A. G. Spalding & Bros., at 244 Flatbush avenue, is in charge of H. S. Stone and an efficient corps of assistants. The store is being enlarged and new stock will be put in soon. They handle the Spalding and Credena wheels, and carry a full line of sporting goods generally.

The Brooklyn Hardware and Sporting Goods Co. opened a perfectly-appointed store at 601 Fulton street, Brooklyn, on March 1. Mr. Woodrough is president of the company, J. B. Roache treasurer, and J. A. Bales-tier secretary. Mr. Woodrough says that business is entirely satisfactory and that the prospects are bright. The company carry the New Mail and Monarch and a general line of sporting goods.

Bensinger, McDonald & Bowdish, of 1311 Bedford avenue, will handle Raleighs and Stearns this year. They do a large business in renting. The "Go-devil," which they exhibit in their show window keeps a crowd of curious persons in front of the store. Mr. Bowdish is highly pleased over the general tone and prospects for the year, and fully expects his share of business in the future as has been the case in the past.

Wm. Schumacher, once a member of the famous Berkely Athletic Club's bicycle team, is now in business at 267 Flatbush avenue, Brooklyn. He handles Keatings, Royals, Niagaras, Ramblers, and Imperials. The only new wheel he has taken for '94 is the Keating. He reports business slow and has given up renting as a branch of his place. He will probably quit the bicycle business after this year.

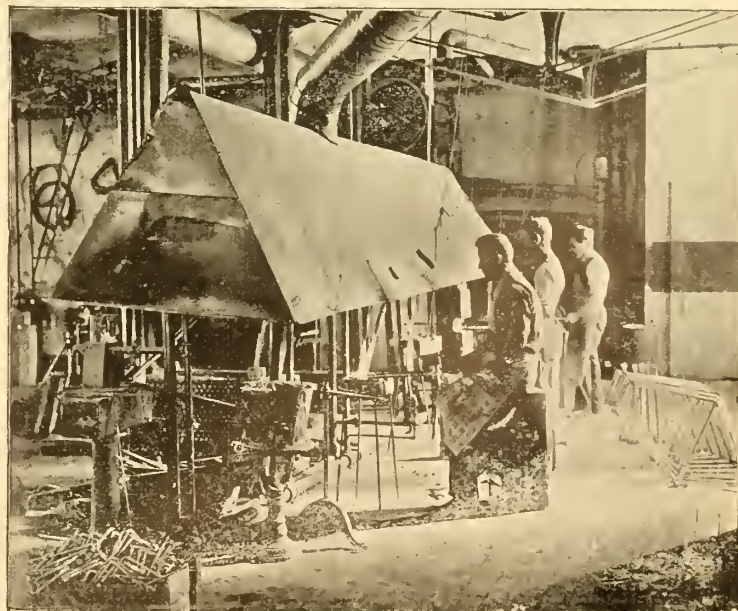
Louis Peoples, who recently bought out his former partner in the firm of Starrett & Peoples, is one of the most popular men in the Brooklyn cycle business. He is as busy as any of them at 1175 Bedford avenue, where he carries Victors and Crawfords. Trade has been slow of late but is coming nicely now.

The "Union" Forever.

The spring trade of the Boston branch of the Union Cycle Mfg. Co. has opened up, and prospects look bright indeed for these famous wheels. On Washington's Birthday the formal spring opening was held, and everyone who came to Cycle Row made direct for the Union company's place. The store was tastefully decorated, and Manager "Jack" Fecit was ready to shake hands with everyone, and to receive congratulations for having such a fine wheel as the Union. Ever since the anniversary of the birth of the father of our country the Union company's place has been one of the greatest attractions on the row, and sales have been large.

Spalding's Important Move.

A. G. Spalding & Bros., having purchased the retail business of Peck & Snyder, of 126, 128 and 130 Nassau street, New York, will consolidate their entire New York business in this store, together with the adjoining store at 15 and 17 Beekman street, which has been recently leased by them. This move gives them the largest athletic goods store in the world, with the prestige of the old established retail business of Peck & Snyder, which has been in existence for over thirty years at this stand. For the present the Spaldings will retain their wholesale building at 492-494 Broome street for manufacturing and store-house purposes.



E. C. STEARNS & CO.'S BRAZING DEPARTMENT.

THE GEORGETOWN C. C.'S CYCLE SHOW.

WASHINGTON, D. C., March 1.—Last Saturday the cycle show and fair held by the Georgetown Cycle Club for the benefit of the track fund came to an end, and all united in saying that it was one of the most successful events of its kind ever held in the capital. The affair was well patronized, not only by the cycling fraternity of this section, but by a large number of the pleasure-seeking and business public as well. The show commenced February 12 and lasted two weeks. It is estimated that during this time over 12,000 people visited the fair and cycle show. The spacious armory of the Washington Light Infantry was transferred into a magnificent fair room and was tastefully decorated with flags, ferns, bunting, club emblems, and booths blended together in a manner which could not be other than pleasing to the eye. The exhibits made by the cycle dealers and agents of the city proved not only a means of advertisement but also an additional attraction new to occasions of this kind. No lack of entertainment was experienced. Besides the regular routine of a fair a new feature was presented each night. Exhibitions of fancy riding by Howard A. Rhine, fancy dancing, fancy and regulation drill by military companies of the National Guard and High School, polo games, banjo and mandolin quartettes and cornet solos were introduced to break the sameness and monotony of the fair business. The committee in charge consisted of George W. Cook, C. R. Murray, R. B. Clokey, C. R. Jones, G. Owen Davis, C. L. Fletcher, G. Grant Armour, B. B. Hunt, T. M. Stearn, L. O. Slack, and H. R. Stocks. To these gentlemen is due the credit for the production of every arrangement to insure success, and if time, trouble, and money freely spent are deserving of reward, the efforts of the managers will not be without rich returns to the cause for which they have labored so faithfully. The \$50 banner donated by the club to the most popular cycle organization in the district was won by the Washington Road Club, which had 500 votes over and above all the other clubs competing.

Some of the Exhibits.

The Gormully & Jeffery Mfg. Co. had one of the largest and most attractive exhibits at the show, situated in a neat pavilion draped with the colors of the Washington Road Club—claret and gold. A complete line of '94 patterns was shown. Tires, rims, sections of frames, and other parts in the rough were also exhibited, and during the first week Bliss' racer and the Rambler triplet attracted a deal of attention. The designing and draping of this exhibit are to be credited to George W. Bennett, of the Gormully & Jeffery Mfg. Co. Most of the Washington branch's force were in attendance every evening, and, though the positive sales were few, the firm regards the show a good advertisement.

Cline Bros., of Baltimore, had charge of the Overman Wheel Co.'s exhibit, and right well did they take care of that firm's interests. The brothers are also in charge of the Washington branch. At the show they had the full line of Victors, the same as was shown at New York. As Wash-

ington is a great town for Victors this booth was one of the most admired of the whole show.

In the center of the exhibit was a handsome cherry showcase containing a full line of boys' wheels, unfinished forgings, and sundries. A great deal of attention was paid to the tilting saddle for the ladies' wheel. Mr. M. A. Tappan, the Washington representative of A. G. Spalding & Bros. exhibited that firm's wheels. Mr. Harry Lee, who has grown up in the trade, was in charge. The booth was frequented by the better class of wheelmen who pay for what they get, and therefore get what they consider

the best. Mr. Lee was always on hand and always ready to show his wheel. The Washington agent for the League Chainless Safety, W. S. McArthur, had one of the most attractive exhibits. The wheel attracted large crowds every night during the two weeks the fair was in progress. The exhibit consisted of five wheels: one twenty-seven-pound road scorchor fitted with modern rims and Morgan & Wright tires; one thirty-pound full nickel, light roadster; one thirty-pound enameled light roadster stripped to show the operation of the gears, and a ladies' wheel, weight thirty-three pounds.

As simplicity tells in the manufacture of wheels, so it does in the dressing of a stand, bringing it from its very nature into more prominence than profuse dressing with materials foreign to the business. The exhibit of Wm. T. Robertson & Co. showed this to a marked degree. Elks, the wheel manufactured by Mr. Robertson, predominated to the discomfiture of flags and bunting, and were tastefully arranged to catch the eye and attention of the crowd. There were displayed of his line an Elk racer, nineteen pounds;

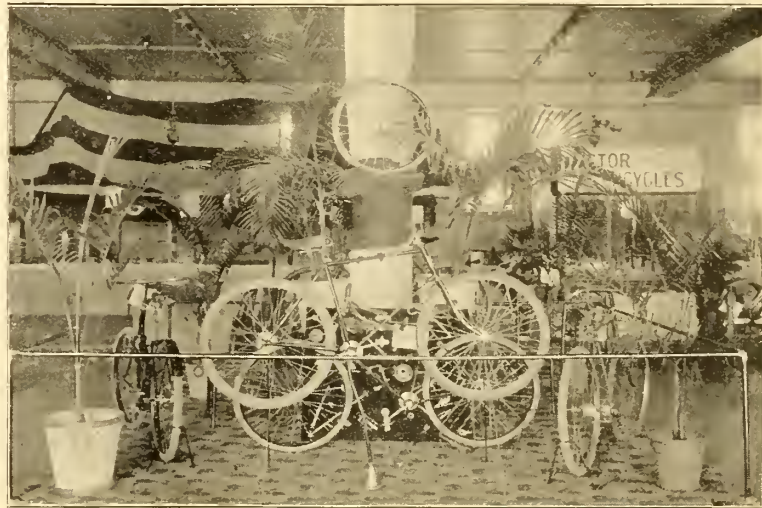


EXHIBIT OF LEAGUE CYCLE CO.

road racer, twenty-three pounds; light roadster, twenty-six pounds; ladies' wheel, twenty-seven pounds; full roadster, thirty pounds, and two specially constructed high frame wheels. Crowning these, and displayed on a three-foot stand in the center of the exhibit, was a fifty-two-pound tandem, that for perfection of lines and finish, was quite equal to the best efforts of the prominent manufacturers.

The District Cycle Co., local agents for the Columbia, Hartford, Crescent, and Hickory, showed samples of each make on a tastily arranged platform. The roller home trainer proved to be a novelty; many wheelmen tried their skill on this mechanical riding device. W. A. Richwine was in charge and expresses himself as being satisfied that cycle shows are rather jolly but extremely tiresome.

State of Birmingham Trade.

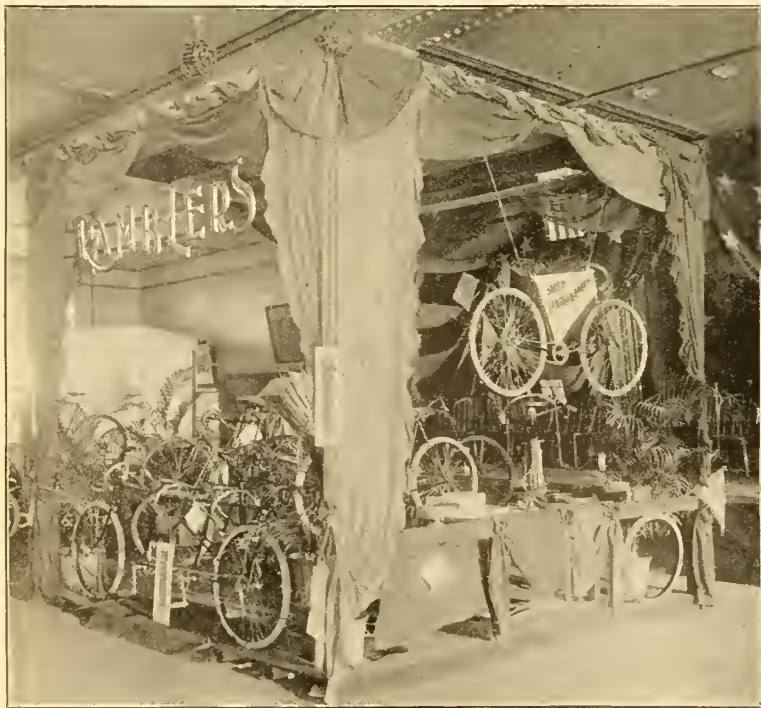
BIRMINGHAM, ALA., March 1.—The trade of the city is greatly increased over that of last year and is looking up every day. The Birmingham Arms Co. have placed the entire management of the bicycle department with Ed. Warren, Jr., one of the most popular cyclists of the city. Their line includes the Columbia, Hartford, and a wheel of their own manufacture—the Birmingham Scorchor. The latter wheel is designed by E. A. Loosely. "Ever smiling" John Snider has the agency of the Victor this year, and "The Sedate" M. T. Stratford has taken the agency for the Stearns. The Moore & Handley Hardware Co. have the Majestics in addition to the Cleveland and Keating lines. Lyman & Stone have the Imperial and Waverley, and there are several repair shops in the city. The financial situation has affected the city a great deal, but interest in the sport has increased among the better class to such an extent that the sales the coming year will be much larger. One of the hardest workers in the cause of cycling that this city has is W. C. Harris, Jr., chief consul of the Alabama division and state centurion of the Century Road Club of America.

League Company Running Overtime.

The League Cycle Co. have been so successful in placing orders for their chainless wheels that it has been necessary for them to run their factory fourteen hours per day during the past three weeks, and on Monday, February 26, they commenced running with two sets of employees day and night, working twenty-two hours out of the twenty-four. At the last meeting of the directors Manager A. H. Parker was elected vice-president and manager.

A Chance to Place an Agency.

The American Sporting Goods Co., of St. Louis, Mo., are anxious to secure the agency for a strictly high-grade wheel for St. Louis and Missouri. This company have exclusive control of a bicycle and athletic track through their manager, Mr. John C. Meyers. Besides the bicycle branch store they have in St. Louis they are establishing one in East St. Louis, Ill.



THE RAMBLER SPACE.

ington is a great town for Victors this booth was one of the most admired of the whole show. In the center of the exhibit was a handsome cherry showcase containing a full line of boys' wheels, unfinished forgings, and sundries. A great deal of attention was paid to the tilting saddle for the ladies' wheel.

Mr. M. A. Tappan, the Washington representative of A. G. Spalding & Bros. exhibited that firm's wheels. Mr. Harry Lee, who has grown up in the trade, was in charge. The booth was frequented by the better class of wheelmen who pay for what they get, and therefore get what they consider

ENGLISH TRADE NOTES.

LONDON, Feb. 17.—Mr. F. B. Bale, of the Coventry Machinists' Co., has now removed to Coventry to take over the management of the entire business. His place in London is filled by Mr. Joseph White, who has been for many years connected with the London depot. Mr. White is a capital man of business and withal a really practical cyclist, so that the Coventry Machinists' should go ahead and prosper under the new arrangement.

The Ivel in Trouble.

It seems a pity that the Ivel Cycle Co. should have had to go into liquidation, for the Ivels at one time had a great name, but in spite of this it is evident that the company has not been a paying concern for some time. Dan Albone, who originally brought the Ivels to the front, is now trying to reorganize the undertaking and perhaps he may be successful. At any rate I hope so for Dan is one of the most popular men in the trade and his ready assistance to record breakers would be sadly missed on the Great North Road.

Bidlake's Roast not Appreciated.

F. T. Bidlake's attack upon the trade, made in the Stanley Club's *Gazette*, and his vehement denunciation of all connected with the mercantile portion of the pastime having anything to do with the management or holding any official position in cycling clubs, does not seem to have been appreciated. Mr. Bidlake has been defeated for the captaincy of the North Road Club by S. D. Begbie, of Snelling & Begbie, and the trade are proportionately joyful thereat. Bidlake's opinions are not finding much favor just now and he has lost his seat on the Stanley committee. There are certainly many men in the trade, both in England and elsewhere, who would scorn to use any influence they might attain by taking a prominent part in cycling club life, to in any way push their business interests.

Quadricycles Meeting With Favor.

The Rudge quadricycles are getting about a good deal and I hear that good business is being done with these machines. Personally I am a great believer in this type of cycle, and several long rides have convinced me that as a pleasure machine the Rudge quadricycle is very hard to beat. The '94 pattern has been considerably improved and a goodly number will, I expect, be seen about when the season has fairly commenced. A weakness in the front portion of the frame has been entirely overcome and the spreading of the front wheels has thus been avoided. This was, to my mind, the only drawback to this otherwise excellent machine.

Tandems the Rage.

Tandem safeties are likely to become far more popular this year than has hitherto been the case, and a great many of the leading firms are pushing this type. The New Howe people have a very excellent machine of this class and a great many designs have been registered. I am not yet at liberty to give particulars of the Coventry Machinists' Co.'s new model, but it will I think be a splendid one. One thing is noticeable about this class of machine and that is that the steering problem seems to have been solved so far as tandems for two gentlemen are concerned, and on these the steering is now nearly always left entirely to the front rider. When, however, tandems are constructed for the use of a lady and gentleman it becomes necessary for double steering to be employed, for I am glad to say that up to the present no maker has attempted to place the lady behind. "Ladies first always" and especially on tandems. The coupling of the handle-bars is generally done by means of a side rod as on Hall's Lightning, which was, by the way, the first of the successful tandem safeties. One or two attempts have been made to adopt a central coupling, but nothing very successful has so far been arrived at. However, several firms are, I understand, seriously considering the matter and I hope shortly to see an arrangement which shall be entirely out of the way in case of side slip, and at the same time perfectly rigid. I am assured that it can be done.

Price Cutting.

If all that I hear is true the lesson which should have been brought pretty well home to the trade during the past year of the absurdity of the system of cutting prices which has existed for some time, has not yet been learned. More than one house is offering machines at figures which when the cost of the tires—and tire companies do not give their wares away—is taken into consideration, leaves little or no profit for the cycle makers themselves. The utter folly of such trading should be apparent to everyone. Yet it goes on, and in no small measure accounts for the heavy losses which several of the best known firms have recently sustained. The subject is important and commands the attention of all.

Wilson Makes a Change.

A trade alteration which has come as a considerable surprise to many is the change which has been made during the past week in the management of the London depot of the Dunlop Tire Co. Mr. Sydney Hill has now taken over this branch *vice* Mr. A. J. Wilson, who will in future be found at 8 Theobald's Row, where he is installed as manager of the advertising department of the John Griffiths Corporation, an appointment which

will entail a great deal of work and one for which it would be impossible to find a man better suited than Mr. Wilson.

A New Dunlop Racing Tire.

Mr. Hill, the new London manager of the Dunlop company, comes from Coventry, where he has been well known in connection with the company's business in the city of the three spires. By the way, I hear that the new racing tire which the company is bringing out will be a real flyer. I have not yet had an opportunity of seeing it as it has not yet made its appearance in the metropolis, but I shall expect great things of it when the racing season has commenced. The Dunlop company have always been most particular to thoroughly test any new idea before putting it upon the market, and hence it is that a certain amount of delay has taken place in the publication of particulars of the new tire which will not be offered to the public until it is practically perfect. I think that a good deal of the reliance which is always placed in the company's products owes its origin in no small measure to this point in the business tactics adopted. One or two other firms might copy the original company in this respect with considerable advantage both to themselves and to the public.

New Howe Brake.

Calling in at the New Howe Co.'s depot the other day I was shown a new brake which the company is now fitting to the New Howe machines. It is of the roller type, but considerably larger than those usually applied. It is, moreover, rather more of the V shape and consequently obtains a better grip of the tire without risk of damaging the tread. The attachment is also light and forms one of the very best front wheel brakes I have seen. It should have a ready sale, for there has long been an opening for a really good brake for pneumatic tires. Apart, however, from this the New Howe machines have another great attraction, and that is that the prices have been considerably reduced; in fact in several instances as much as \$20 has been taken off the last year's list. This has been accomplished without in any way altering the workmanship, and is due to the enormous facilities which the company's factory, one of the biggest in the world, offers for the production of cycles in large quantities. The New Howes should boom during the coming season.

WILL O' THE WISP.

Late Catalogues Reviewed.

The Fowler catalogue this year is printed in three colors, and the combination of red, green, and black is very pleasing to the eye. The catalogue is fully up to the standard that has always marked the progress of the Hill Cycle Mfg. Co. Besides the line of gentlemen's wheels, the Fowler people will turn out a ladies' wheel that for beauty and strength will be hard to beat.

"The Winton is a winner." How familiar that phrase has become to readers of cycling literature! When we see this legend staring at us from a heap of catalogues we picked it up at once, sure that we would have something interesting to read. And we were not mistaken. The catalogue is "right in it," to use a slang phrase, and should be read by all wheelmen.

A lion in gold peering out from a red bicycle wheel makes the catalogue of the Monarch Cycle Co. easily distinguishable. Wash drawing illustrations adorn the pages, and the artist who illustrated it must have a vein of quiet humor in his make-up, for he has got several very funny pictures in it.

"Catalogue of Straight Tips on the '94 Globe Cycles" is the legend on the cover of the catalogue of the Clinton Cycle Works, of Buffalo. The Globe and the Mascot are the wheels described in the inside.

Lots of interesting information about wheels, gear, tires, etc., is found in the catalogue of Porter & Gilmour, of New York. The Essex, Phoenix, Ariel, and Premier are the wheels handled by this firm.

Those of our readers who are interested in the wheel made by the Phillips Wheel Co. should send for a catalogue which tells all about the wheel whose motive-power is derived from radius beams attached to the rear of the frame.

Some "Sterling" Agencies.

Although the list price of the Sterling is large and the discount small, yet the Sterling Cycle Works have met with remarkable success in placing good agencies this year. E. C. Bode in the east and C. G. Field in the west, have let no grass grow under their feet. Mr. Field has placed the Sterling with the Avery Planter Co., of Kansas City, for the state of Missouri; with Patee, Oliver & Co., of Lincoln, for Nebraska; with J. H. Perrigo at Omaha, and with W. R. Burnhardt at St. Paul. Landon & Roberts control Minnesota, Bode has made as good a showing in the east, L. C. Jandorf & Co. are agents for southeastern New York and New York city; W. A. Butler, of Syracuse, for central New York; W. E. Sanborn & Co. for Boston, Jacob Ruh & Sons for Philadelphia and vicinity, Burtis & Zimmerman, of Freehold, for New Jersey and Delaware; and C. F. Eberhardt for Cleveland, W. A. Parker, of Waco, and W. E. Roach, of San Antonio, control most of Texas, while Trieller & McKee look after Dallas and vicinity. The Sterling is also handled by the Stokes Mfg. Co., at Chicago, Milwaukee, and Denver.

Porter and the Palmer Tire.

Ed. Porter, one of Chicago's oldest and most enthusiastic century riders and a popular member of the Illinois Cycling Club, is abroad in the land for the Palmer Tire Co. and has been doing the states of Illinois, Ohio,



ED. PORTER.

and Indiana, where he spread the gospel of Palmer tires for some time. Porter believes in the tire he is showing and believes it is the only tire in the world for the American rider, or for any rider. His methods of showing the tire are simple. When he has the attention of the dealer he also secures a number of the prominent riders of the town and gives a regular out-and-out lecture, going into the minutest details in a way that none can misunderstand and in a way that at once makes converts. A man never escapes him who does not fully understand the repair and the why and wherefore of the fabric and its holding qualities when the repair is once made.

He has the fabric samples, the valves, and numerous sections of the tires with him and illustrates as he goes along everything that he says. On a recent visit to Rockford Porter was busy showing the repair to one crowd when another lot behind his back managed to pull the valve out of the racing tire that he had with him, letting the air escape with a loud, hissing noise. They had the valve caught under the leg of a chair when the accident happened. Porter at once went down into his bag and pulled out the new valve that the company has for that very purpose and, inserting it, blew the tire up and it was again air tight.

McEwen's Trip Through Illinois.

Fred E. McEwen returned from a trip through Illinois for the Hill Cycle Mfg. Co. last week. He had a very successful trip, and sold a number of wheels. Being the first through the territory he had an advantage over his competitors who were sending men out just about the time he was returning. McEwen traveled over the territory the reverse to what other men take it, and thus stole a march on the others. From Chicago he went to Beloit, then across to the Mississippi, and down through the towns bordering both sides of the Mississippi, and north along the Indiana state line. At one place on his return trip he met no less than five traveling men in one hotel, all sitting in a row disconsolate and apparently watching each other to see that no one stole a march. During the trip he visited these cities in the following order and placed agencies in nearly every one: Rockford, A. F. Stevens; Beloit, D. H. Pollock; Dubuque, Rock Island, Chas. McHugh; Cedar Rapids, C. J. Bell; Quincy, Ill., Blainey Implement Co.; Streator, E. C. Van Loon; Galesburg, Avery Bros. & Brooks Co.; Decatur, Lytle & Eckles; Danville, Fenton Hdw. Co. He also placed agencies at Sandwich, Aurora, Batavia, Princeton, Sterling, Mendota, Bloomington, Pontiac, Monmouth, Taylorville, Champaign, Springfield, Peoria, Kankakee, and Joliet, Ill., and Dubuque, Clinton, Burlington, and Keokuk, Iowa. McEwen says that the dealers are ordering in small lots, but are looking for a great season. There are fewer exclusively bicycle agents, and hardware firms are going into the business, with practical wheelmen in charge of the departments. He found several wheels so well planted in the territory visited that it was hard work to introduce a new wheel. McEwen will go into Wisconsin territory next.

Rockford Cycling Booming.

The interest taken in cycling in Rockford, Ill., is ever on the increase and the coming racing season will probably see this lively manufacturing city entered in the national circuit. Every meet given in the city has attracted a great crowd. J. T. Buker is the leading dealer and has one of the largest and best selected lines in the state. He has the Victor, Premier, Elliptic, Monarch, Spalding, Majestic, Crawford, and the line of Hibbard, Spencer, Bartlett & Co. wheels. L. E. Henry has the Sterling and Warwick; A. F. Stevens the Columbia, Fowler, and Waverley; and Bengston Bros. the Western Wheel Works' line, and others. The club is booming and a great year for the sport is looked for. Rockford once entertained the annual meet of the Illinois division and did the thing so successfully that the members of the division have been longing for a second chance to enjoy the hospitality of the city.

A New Cincinnati Firm.

A new firm just opening in Cincinnati are Gray & Johnston. As Mr. Gray is so well and favorably known, having been connected with the trade in Cincinnati for some time, and Mr. Johnston is a popular rider and clubman, they start out with brilliant prospects. Their selection of the Sterling as their leader, for which they have placed a large order, is an indication that they will cater to high-grade trade.

Business Changes in the Trade.

MADISON, N. J.—The Chinnock Pneumatic Tire Co. incorporated; capital stock, \$250,000; will manufacture and deal in patent pneumatic clincher tires.

PHILADELPHIA, PA.—Acme Meter Mfg. Co. incorporated; capital stock, \$50,000; for manufacturing gas meters, fixtures, and bicycle specialties.

CHICAGO.—Sharpneck Mfg. Co. incorporated; capital stock, \$100,000; E. L. Sharpneck and others, incorporators. Will manufacture mechanical devices, including bicycle parts.

COLUMBIA, MO.—Robult, N. D., hardware and bicycles; succeeded by Tandy Bros.

GENEVA, NEB.—E. L. McFayden & Co., hardware and bicycles; succeeded by Fonda Bros.

SCOTTSVILLE, KAN.—Chapman, N. J., hardware, new store; will handle bicycles.

SUE CITY, MO.—Mitchell & Perry, hardware and bicycles; succeeded by Perry & Six.

EDMUND, OKLA.—S. P. Snyder & Son, hardware and bicycles; partnership dissolved, S. P. Snyder continuing.

LATHROP, MO.—A. E. Staples & Son, hardware and bicycles; succeeded by Dudfield Bros.

SYRACUSE, N. Y.—Butler, W. A., bicycles; succeeds Reuben Wood & Sons.

RODNEY, IA.—Henderson & Inman, hardware and bicycles; dissolved.

NEW YORK, N. Y.—Peck & Snyder, sporting goods and bicycles; reported sold out to A. G. Spalding & Bros.

BOSTON, MASS.—Hedger, Harry D., (et ux), bicycles; chattel mortgage \$200.

ANN ARBOR, MICH.—McBrearty, James R. & Co., hardware and bicycles; bill of sale half interest \$500.

ISHPEMING, MICH.—Samuelson, C. F. & Co., hardware and bicycles; chattel mortgage \$2,829 renewal.

SHERMAN, MICH.—Morrell & Co., hardware and bicycles; dissolved.

TOLEDO, O.—Gendron Iron Wheel Co. announce discontinuance of all branch offices.

CANTON, MINN.—Dunford, Joseph, hardware and bicycles; Dunford & Pollitt succeeds.

PROVIDENCE, R. I.—Providence Cycle Co.; attachments \$18,000 reported. Pope Co. stated to be negotiating for purchase of business.

HAGERSTOWN, MD.—Surbridge Mfg. Co., bicycles; application for receiver reported.

TRENTON, N. J.—Eastern Rubber Co. announce enlargement of plant.

ST. PAUL, NEB.—Bollinger, A. J., hardware and bicycles; realty mortgage \$2,000.

PROVIDENCE, R. I.—C. H. Weld, (late manager Royal Cycle Works), joined W. W. Whitten, manufacturing American bicycle parts and fittings.

LANSING, MICH.—Moore & Wood, hardware and bicycles; succeeded by Moores & Wood Hardware Co., incorporated, capital stock \$12,000.

PITTSBURG, PA.—O'Connell, M. M., hardware and bicycles; executions.

WACO, TEX.—Winston & Higginston, hardware and bicycles; damaged by fire; insured.

OGDEN, UTAH.—Funge, W. W., hardware and bicycles; judgment on chattel mortgage \$6,200.

CAMPBELLVILLE, ONT.—Turner & Morton, hardware and bicycles; dissolved.

The Rochester Show.

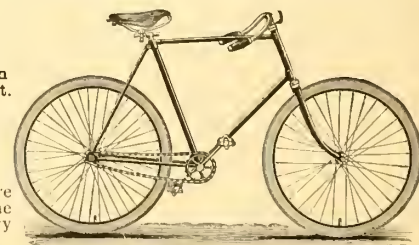
C. J. Conolly, of Rochester, is making preparations to hold a cycle show which, he says, will eclipse any former efforts made by a single individual. The show will be held from March 12 to 17 inclusive. Mr. Conolly has arranged for trick riding and a fine string orchestra. He expects that the Stearns, Rambler, Warwick, Bison, Monarch, Majestic, Syracuse, Eagle, Falcon, Queen City, Crawford, Humber, and Raleigh will be represented. On the invitation cards sent out by him we notice that Zimmerman, Bliss, Dirnberger, Johnson, Whitaker, and other cycling celebrities are on the reception committee.

WE SELL

Only One Agent in a Town
Make Prices and Terms Right.

Sylph, Overland, Western Wheel
Works Cycles are our Leaders

... while in Special Bargain machines we name prices that will astonish you—some 50 patterns in all to select from, and every one desirable.



Ours is a Money-making Line for Agents

and is complete in every detail. You want it—can't afford to be without it. Costs you practically nothing to investigate—will be an "eye-opener" for you. To agents in Illinois, Iowa, Missouri, Kansas, Nebraska, Wyoming, Colorado, and Oklahoma, we offer the invincible '91 Western Wheel Works Cycles. Catalogue free. Agents wanted.

ROUSE, HAZARD & CO.

Manufacturers; Oldest and Largest
Jobbers in the United States.

142 G Street, PEORIA, ILL.

Mention The Bearings

Eastern Rubber Mfg. Co.'s Tires are the Best in the World.

*The Lightest Racing Tire in the
World---How they Beat Uncle
Sam.*

"Are you interested very much in this question of how light pneumatic tires can be built?" asked J. A. Barnes of me recently when I ran across him in the train bound from Trenton to New York. I told him that the whole idea of cycling, and the construction and equipment of wheels now seemed to have settled down to a single question of how light they could be made, and that so long as such a condition of affairs existed, naturally, I was interested in knowing just how much the weight of the tire could be reduced.

"Well, I'm in the tire business to give the people what they want, even when they want what is not good for them, so as soon as I found that with many riders it was purely a question of weight, not worth, when it came to choosing a tire, I determined for my own satisfaction to see just what I could do in the way of lightness. The result of my labors is the 'Imponderal' pneumatic, which is lighter than air—yes, my boy, lighter than air."

Then Mr. Barnes smiled and looked at me out the corner of his eye, evidently expecting me to succumb under the shock. But I did not. I have grown used to strange tales in this tire game and bore up remarkably well, even under this very strange one.

"It's a fact, my boy. You know I would not tell you anything that was not true, don't you?"

I am afraid my assent to this question was not very forcible, for my companion went at once to proving the truth of his claims for that wonderful light tire of his.

"I mailed you a sample of the Imponderals just before I got aboard this train. I am sorry now that I did not bring them with me, because I am afraid you kind of doubt what I am telling you about this tire."

Now that gentleman was an advertiser in my paper. What was I to do? Tell him I did not believe in the existence of any such tire or make out that I did and let him go away with the idea that I was a greenhorn, simply because I hailed from Philadelphia? Ah! an excellent idea comes to me. How, I ask him, do the post-office people know what to charge you for postage, if the Imponderal tire is, as you claim, lighter than air?

"Why, my boy," answered Barnes, with a kind of commiserating look, "that's one of the greatest advantages of the Imponderal. The post-office people pay me. I got eight cents from them this very morning for that set of tires I mailed you."

They were coming pretty strong. I didn't like to dodge, and I didn't want to be downed; breath and energy enough to make one more effort, by asking the tiremaker from Trenton if the Government didn't object to such a peculiar way of conducting its business.

"Well, they did kick a little at first," answered my companion. "They say it is something new and likely to be rather expensive when I begin shipping a thousand pair of tires per day, as I expect to when my new factory is completed. But what could they do? The whole thing is clear as mud, by their own rules. If I send a package which weighs a pound more than nothing, I pay at the rate of a half-cent for each of the sixteen ounces, don't I?"

I nodded an assent.

"In other words they get eight cents of my money, so, of course, if a package weighs, like those tires do, a pound less than nothing, I am entitled to eight cents, am I not?"

I never answered. I was in a trance and couldn't reply. When I came to I was in Jersey City, and my companion had left me. I wonder if that gentleman from Trenton wasn't taking a mean advantage of Quaker innocence.—"Sporting Life."

**MANUFACTURERS,
JOBBER, RETAILERS, and
REPAIR MEN**

SHOULD SEND US THEIR NAMES

AT ONCE FOR OUR

New Low Price List...

...ON...



**CLIMAX,
REX ROAD, AND
CYCLONE TIRES.**

Send your name to us, and we will send you prices that
will save and make you money. You have not seen
them.

ADDRESS

EASTERN RUBBER MFG. CO.

TRENTON, N. J.

MENTION THE BEARINGS

PHILADELPHIA TRADE.

PHILADELPHIA, PA., March 4.—The Frank L. Donlevy Hardware Co., at 823 Arch street, opened their bicycle department last Saturday, and judging from present indications Manager Abe Powell has a bright future before him. The Derby is the leader, and for the cheaper grades the Falcon and Envoy wheels are offered. The Sylph will also be handled by the firm, and the twenty-two-pound wheel is listed at \$150. Mr. Powell, in conversation with the representative of THE BEARINGS, said he was hardly prepared to judge what his business would be, but that the future would depend upon the demand for the four wheels.

Owing to the non-arrival of the consignment of Victor wheels to be used in the formal opening of the Philadelphia branch at 825 Arch street last week, the reception to the public which was to have been given on March 1, was again postponed. The event, however, will occur some time next week, and Mr. Bolton says that the 1,000 visitors who will be invited will be given a great treat. All of the latest Victors will be on exhibition. An orchestra will be in attendance, and refreshments will be served. The wood rimmed high-framed Flyers are reported as selling fast, and, judging by the orders, they seem to have stuck a popular fancy. Business is reported as being good considering the condition of the weather.

Business is reported to be quiet but steady at Hart's pioneer cycle house, at 815 Arch street. The catalogues which they are presenting to the public, giving interesting data of cycling events, are attracting much attention, and the demand is greater than the supply.

Mr. H. A. Keith, who has been connected with A. G. Spalding & Bros. for the past nine years, during which he was identified with the Philadelphia and New York branch, is about to leave the firm to engage in the sporting goods business on his own account in Brockton, Mass. He has a large circle of friends in both cities, and an extensive trade acquaintance all through the east. He will handle the products of the Spalding company, including the wheel of that name.

The J. B. Rich Cycle Co., formerly located at Twelfth and Oxford streets, have removed to 1704-1706 North Broad street, which has just been fitted up for their use, and is now one of the finest rendezvous of its kind in Philadelphia. Mr. Rich, the head of the firm, enjoys an excellent reputation in this city, and under new circumstances his business promises to increase two-fold.

A visit among the smaller houses showed business to be on the increase, and the warm spring-like weather following in the footsteps of the recent storms has given them confidence, and they are now preparing for an active season.

The Lincolns Will Hold a Show.

The Lincoln Cycling Club, of Chicago, will hold a cycle show some time during the present month. The committee managing the affair says it will do the thing up in a style that no club ever accomplished before. The entire clubhouse will be devoted to the show and the entire trade in the city will be asked to exhibit a complete line of high-grade wheels. The people of the North Side will be asked to attend and view the wheels, and the clubhouse will be gaily decorated, with the idea of inducing new members to join. The Lincoln Club has the reputation of doing everything in good shape and having been heard from but very little the past winter will come out in this show very broad. The show was contemplated long before the one the Minnette Club gave, but was postponed for the spring-time, when people are ready to buy. The dealers will be allowed to have representatives on the ground.

One of the Chapman Brothers.

The three brothers who compose the firm of the Chapman Hardware Co., of Toledo, O., are hustlers in every sense of the word. By close application they have built up a fine trade and are now one of the leading bicycle dealers in their city. The hardware business has gradually taken a back seat, while the bicycle business has become the leader. Harry Chapman, whose picture we print this week, is the treasurer of the company, and to his wise financiering and business ability is due not a little of the success met with by this firm in the bicycle business. Mr. Chapman is happily married and is one of the rising young business men of that hustling little city of Toledo.



H. M. CHAPMAN.

Chicago Trade Picking Up.

Starting in from March 1 Chicago was treated to several days of real spring weather, and as a result the bicycle business picked up wonderfully and Cycle Row presented the same appearance as it did during the old days. The Pope company, Sieg & Walpole, Stokes, Ariel company, Featherstone, and the Monarch all report that they are doing an exceptionally fine business for this time of the year. But the weather clerk got up on the wrong side of the bed, for last Sunday he turned on the faucet and the rain commenced to pour down. At present writing it is still raining, with poor prospects of letting up.

Misses Heggerty and Porter in the Trade.

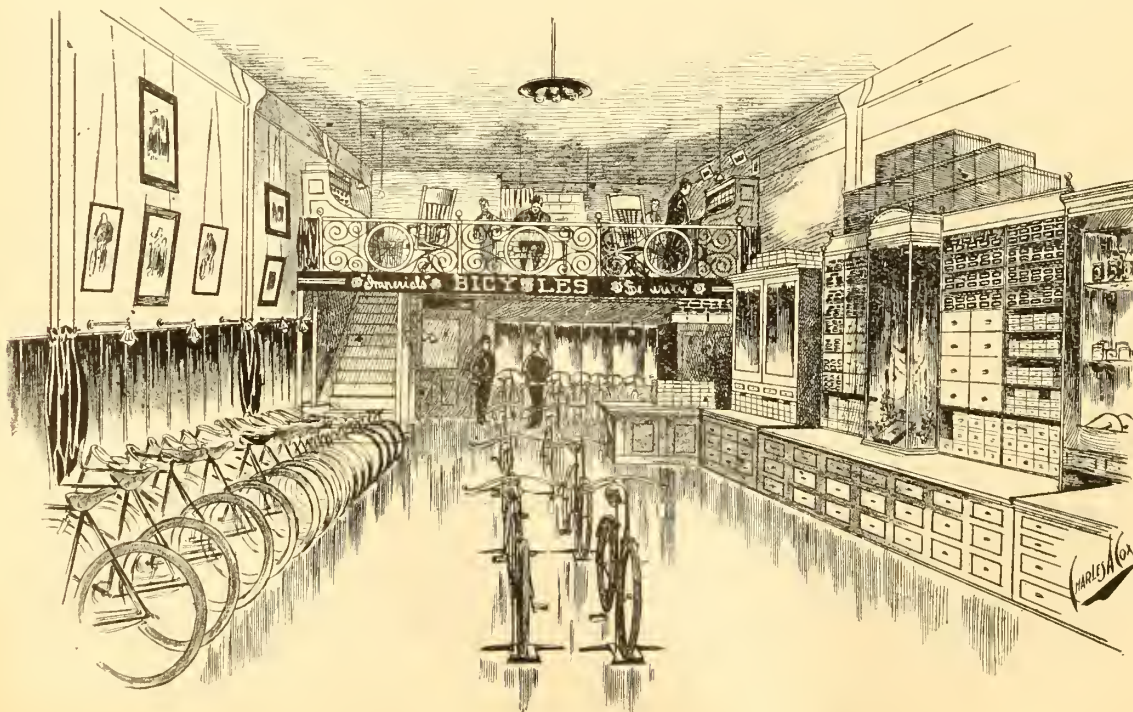
Lizzie Heggerty has entered the employ of the Overman Wheel Co. as stenographer and typewriter, and will ride a Victoria the coming season. Miss Porter has opened a stenographer's office with the Palmer Tire Co. These ladies are the leading century riders of the world, the former having fifteen and the latter fourteen bars. These ladies are anxious to arrange with some publisher to ride to New York and write up the trip from a lady-rider's standpoint, giving the impressions of the trip and an idea of the way in which an American lady rider is treated when journeying through the country on touring bent.

Twenty Ounces a Pair.

Frank White, of the New York Tire Co., says that his firm will make a racing tire the coming season that will weigh less than twenty ounces to the pair. A tire which is being tested at the present time weighs just one pound to the pair. It has been placed under a pressure of 160 pounds for a month now without straining a thread. Mr. White has taken a number of large orders throughout the country on his present trip and feels greatly encouraged at the outlook for the season. The road tires of the company are light and strong and much improved, weighing only a little over two pounds.

More Honors for Mr. Gormully.

Chevalier R. Philip Gormully, Honorable Consul of the Venezuela Government in America, with office at Chicago, left this city last week for an extended trip in the western country and Mexico. Mr. Gormully will visit Denver, Salt Lake City, Portland, and all points of interest in California and Texas and Mexico. He is accompanied by his wife. It was just previous to his departure that he received a notification from President Cleveland and Secretary Gresham, stating that he had been appointed Honorable Consul of the Venezuela Government of Chicago, with all the privileges of a consul at large. This letter was finely worded and was very complimentary in every way. This government honored Mr. Gormully once before when appointing him chevalier. It was a surprise to Mr. Gormully and a right pleasant one too. All was brought about by his kind attentions to the representatives of the Venezuela government at the World's Fair last summer. The representatives knew little of the country and its ways, and were aided very materially by the Chicago manufacturer in the custom-house complications and in other matters. It was not by Mr. Gormully's wish that this matter has leaked out, as he endeavored in every way to keep the matter entirely quiet. Some friends gave the information to the press.



THE SIEG & WALPOLE MFG. CO.'S NEW HOME.

CONSULTATION..

Another Stir in the Market!

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Eagle Aluminum Clincher Rims!

THEY GIVE IT UP!

IT CAN NOT BE EQUALED.

We give You the Lightest Weight Reliable Rim in the
World, Fitted with Clincher Tire!

Talk is Not Argument!

See and Believe!

The **Eagle Bicycle Mfg. Co.**

TORRINGTON, CONN.

MENTION THE BEARINGS

NEWARK DEALERS ARE DOING WELL.

NEWARK, N. J., March 4.—The dealers of Newark without exception report business on the increase and trade prospects good. The recent heavy snowstorms have somewhat retarded sales, but with the advent of spring-like weather comes the customer looking to buy.

H. A. Smith & Co. are making a specialty of the American Excelsiors, a wheel which they manufacture themselves, and one that is built on practically the same lines as the original English machine of the same name. They are also representing W. A. Lloyd & Co., of Birmingham, England, dealers in parts and cycle fittings. The facilities embodied in this place are of the best order. Riding school and repair shop are both fully equipped and of sufficient size to accommodate a large number of scholars or any amount of work. A complete line of sundries will be carried as usual.

The Puritan Cycle Co. opened their new store at 504 Broad street on March 1. They will handle a complete line of Puritans only, and have a store which for neatness would be difficult to excel. The firm is composed of L. J. Wyckoff, a prominent member of the Orange Athletic Club, and Geo. C. Bartow, formerly a bright newspaper writer. Both men were formerly with E. Alsdorf & Co., at 605 Broad street, and this is their first venture in business for themselves.

Geo. W. Coffin, at 516 Broad street, has hardly got straightened into shape for the season's trade as yet, having recently moved from 528 Broad street. Mr. Coffin is carrying the Victor and reports prospects to be as good as the best. A complete repair shop is located in the rear of the store where bicycles are built to order of any weight or style desired. A full line of sundries and accessories will be carried in stock. The Luminum wheel is also being handled with success, as is the Lyndhurst line and the Sterling.

Newark is certainly on the jump in cycling popularity, five years ago there being but two stores handling bicycles in the city while now there are eleven all told.

The Gendron Iron Wheel Co., who have been running on eight hours' time during the short days of the past three months, are now on full time. In their bicycle department the Gendron company have been turning out fifteen of their high-grade bicycles per day since the first of last November, and now for the next few months will increase the output to twenty per day.

Mason & Mason, of Chicago, supplied the Columbia wheels which the fat girls are riding in one of the local museums. This enterprising firm are looking for agents on the north, south, and northwest sides to handle the Thistle.

The "Columbus."

The reader will certainly admit that this is a very handsome bicycle for \$90. That fact can not be denied, for the Columbus Bicycle Co. have spared no pains to make it so. The wheel is the Columbus No. 7 and



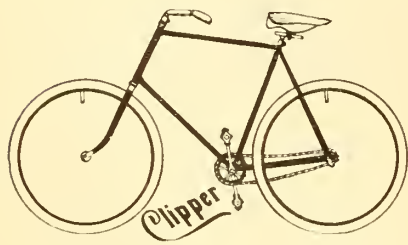
weighs twenty-eight pounds. By putting on wood rims the weight is brought down to twenty-five pounds. For this lighter wheel \$10 additional is asked. Morgan & Wright and Eastern Rubber Co.'s tires are used.

A Children's Jaunting Cart.

The Sieg & Walpole Mfg. Co. are handling a line of children's jaunting carts, which are neat and very good sellers, according to Mr. Sieg, who has received orders from all over the country. The jaunting cart is provided with bicycle wheels fitted with iron, cushion, or pneumatic tires. The regular cart sells for \$6.50 and is for either one or two children as ordered. The single cart has a place provided for bundles, the double has not. In the latter the children sit with backs to each other and balance themselves.

The Gormully & Jeffery Mfg. Co. have sold three of their handsome triplets so far this year—one in Boston, one in Washington, and one in Detroit.

NEW CLIPPERS...



Are offered to the dealer and rider as a bicycle thoroughly reliable and up to date. Read the following and then send postal card request for the rest, which can be found in our catalogue:

NOTE THESE POINTS.

BEARINGS

Clipper bearings are absolutely as dust proof as it is possible to make them. Dust cannot get in. We use the very best quality of tool steel for bearing cones, tempered in oil and drawn to a straw color. The balls will not fall out when taking the machine apart, being held in place by a simple device. The better you know these bearings the better you'll like them.

THERE ARE SEVERAL MORE

WEIGHT

We offer no racers, yet our Light Roadster is lighter than most '93 racers. We do not think extreme light wheels profitable to maker, dealer, or rider, and we are of the opinion that "feather weight" wheels will cause more or less trouble, if sold promiscuously for road use in any and all localities. An expert rider can ride a light machine with very little expense, his experience enabling him to take the proper care of his mount, under certain conditions that would bring an inexperienced rider to grief. The weight of each wheel is given as equipped and shown in illustration. On our light wheels the actual weight of each machine will be stamped on fork crown.

ESTABLISHED 1889.

Grand Rapids Cycle Co.,

GRAND RAPIDS, MICH.

IN OUR CATALOGUE WHICH CAN BE
HAD "FOR THE ASKING."

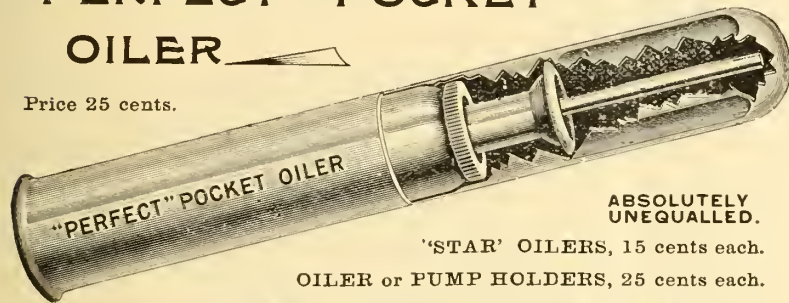
MENTION THE BEARINGS.

George E. Lloyd & Co. have succeeded in securing the store at 293 Wabash avenue and will open a first-class retail store for the handling of the Cleveland wheels and a line of medium-grade wheels about March 15. N. U. Carpenter will be in charge. The store at 593 West Madison street will also be kept open and will be under the charge of the same well-known gentleman. The complete line of Cleveland wheels will be handled for northern and central Illinois. Mr. Carpenter is now on the road in that territory. The store will be arranged as tastefully as any on the street.

The Jordan Special was given a hard test last Sunday. A. L. Leonhardt, one of the hardest road riders in Chicago, took a thirteen pounder out to Pullman, over some very rough roads, and subjected it to some very hard knocks. The little wheel stood up nobly. Leonhardt and Arnold Wescott will ride the Jordan this year on the track and road.

"PERFECT" POCKET OILER

Price 25 cents.



ABSOLUTELY UNEQUALLED.

"STAR" OILERS, 15 cents each.

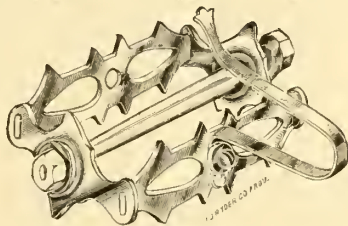
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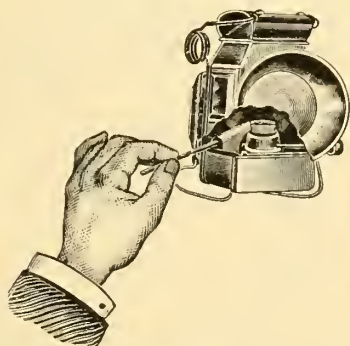
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MENTION THE BEARINGS

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Horace Bell.

Horace Bell is one of the oldest men in the bicycle business in America.

He received his early training in England, and was for some years with Humber & Co., Ltd. On coming to America he went with the Overman Wheel Co., and from them to the Gormully & Jeffrey Mfg. Co., whom he left to take the management of the Humber Cycle Importing Co. He stayed with that company until it was absorbed by Montgomery, Ward & Co., with whom he has been ever since. The last named firm are going to abandon the bicycle business, and are now closing out their stock, and Bell will shortly be at liberty. He is one of the few men who is thoroughly conversant with all the details of the business in the departments both of making and selling wheels. He is a particularly good manager, knowing the secret of keeping expenses

down, a faculty that is too often lacking in otherwise good men. As a buyer he hardly has his equal. Fortunate will be the firm that secures his services. He may be addressed care of this office.

Two Important "Liberty" Moves.

The Wilson-Myers Co. will shortly occupy the commodious store and basement at 4 Warren street, New York, which will be used for their whole-

sale salesroom and company's offices. This place affords ample facilities for carrying a stock of goods for supplying the demands for immediate shipment which this progressive firm enjoys. The Broadway store, 1786, which has been the Liberty hot-bed for New York for the past two years, under the able direction of that old-timer, Alec. Schwalbach, will be retained under the management of Stephen T. Moen, one of the firm's most capable men, who will make a specialty of catering to the up-town retail trade. The Liberty people have also secured the magnificent building at 1217, 1219, and 1221 Bedford avenue, Brooklyn, formerly known as Avon Hall. This will be known as Liberty Hall. Besides catering to the local trade of Brooklyn, Mr. Schwalbach, who will be transferred to this house, will look after the cycle trade of Long Island.

"Premiers" in Chicago.

S. W. How, formerly with Horace Bell, has opened the Chicago branch of the Premier Cycle Co., and will carry a full line of the famous helical tube wheels. The store is located at 287 Wabash avenue, over the Sieg & Walpole Mfg. Co.'s place.

The St. Louis Refrigerator & Wooden Gutter Co. will open their new factory next week. It will be one of the most scientific and perfect places ever put up for a similar purpose. The factory has air furnaces and a capacity of forty complete sets of aluminum parts per day. If necessary this can be increased to fifty by working the force over-time. The capacity of the polishing room has been largely increased.

A factory will shortly be opened in England for the manufacture of wood rims, by the Fairbanks Wood Rim Co., who own the European and American patents for built up wood rims. Mr. Frank Bowden, of the Raleigh company, is at the head of the English company.

E. W. Ballard, for the Monarch company, is on a trip through Illinois and Iowa. He recently placed Monarchs with J. F. Buker, of Rockford, the leading dealer of that city.

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THE BEARINGS

Vol IX
No 7

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, MARCH 16, 1894.

POTTER IS DISCHARGED.

The Executive Committee Gives Him His Walking Papers and Appoints Sterling Elliott in His Place.

NEW YORK, March 13.—The executive committee held another meeting at the Grand Union Hotel Sunday noon, and was in session until midnight, meeting at President Luscomb's office the next morning and continuing in session until 6 p. m. The committee accomplished a great deal, but the usual secrecy was observed, and it was hard to learn all that it did do. By dint of questioning THE BEARINGS man was able to learn what was done. In the first place the executive committee decided that *Good Roads* should be continued, but that Isaac B. Potter should not continue in the editorial chair. So Editor Potter was given his walking papers and Sterling Elliott engaged in his place at a salary of \$2,000 per year. The question of letting the contract for publishing the magazine then came up, and after mature deliberation the Wheelman Company, of Boston, was given the contract. The contract was only awarded after the Boston concern had put in an amended bid.

Potter Will Sue the League.

Mr. Potter was seen after he had been notified of his discharge and said that his contract with the L. A. W. holds good until November, and that the League owes him \$2,600 now, over one-half of which is money advanced by him to have the magazine published. He says that he will sue the League and hold it to the letter of his contract. He does not blame the members of the new executive committee, for he believes that they were only acting according to their instructions.

In an interview which the executive committee held with Mr. Huckle, *Good Roads* advertising manager, a most astounding condition of affairs was disclosed. It was learned that when the committee was given to understand at the National Assembly, when it was given care of the official affairs of the League, that the total amount of indebtedness in which the L. A. W. stood was less than \$1,500, figures are nearer \$10,000 than the ones given them by the outgoing executive committee. Mr. Huckle claims over \$1,600 alone as unpaid commission for advertising contracts made, but has offered to accept \$800, and give a receipt in full. Of the outstanding amounts due on *Good Roads* advertising contracts, fully 85 per cent are good for the amount in full.

NEW RACING CLUB IN MILWAUKEE.

MILWAUKEE, WIS., March 14.—Another cycling club has been organized here, making a total of six now in the city. The new club will be known as the Badger Racing Club, and will make fast riding its speciality. It was organized last Friday at the home of W. C. Wegner, one of the fastest racing men in this city. The following officers were elected: President W. A. Bremer; vice-president, W. C. Wegner; secretary and treasurer Dick Meyer; captain, Ed. Roth; physical director and trainer, E. A. Fails. The club membership will be limited to twelve, but these twelve will be as good material as is found in this state. No member will be eligible unless he has a record of 2:30 or better. Willie Sanger, brother of Walter C. Sanger, will be among the members. It is intended to send four of the speediest riders to all race meets within a radius of 200 miles of the city and the team making the best showing will be sent to the Denver meet to compete under the club's colors. All members will have to be members of the L. A. W. Wegner and Bremer are among the fastest riders in the state, while Meyer, who won the last Waukesha road race, and Roth will make satisfactory speed in road races. John Reitzner, who captured the second time medal in the last Waukesha race, will probably join the club.

It having been decided to begin the annual meet at Denver on August 27, the Wisconsin dates will fall considerably earlier than had been anticipated. No action has been taken by local clubs to secure a place on the circuit, but steps in that direction will soon be begun. As soon as the local cycling association effects a permanent organization, which will be within two weeks, a request for dates will be made.

Ripon Is Already Hustling

and will want two days if she can get them. Eau Claire or LaCrosse are

also on the list for places, but there is some doubt if either of the cities will be successful in securing any.

The local officers of the Wisconsin division are hard at work in the interests of the division. Secretary Rotier and Chief Consul Morrison have issued a circular requesting all wheelmen not members of the League to become such at once. Local consuls have also been appointed in every city in the state. The consuls will work and try to induce as many riders as possible to join the League, and before the season is over the officers hope to have swelled the list of membership to at least 1,000 more than it is at present. Louis Pierron has been appointed the local consul. It is likely that the local cycling clubs association will adopt a clause in its constitution requiring all clubs to be League clubs, and in that case nearly 150 new members will be gained in this city.

The Rehearsals for the Minstrel Show

to be given by the Milwaukee Wheelmen at the Academy, on March 29, are progressing nicely. The members of the clubs are figuring out new jokes, and some of them have studied so hard that their heads have turned bald. The seats for the affair have nearly all been sold. Ripon will send a full delegation, while Waukesha will have every wheelman that is to be found there in the house when the curtain raises.

The relay ride from Fond du Lac to Milwaukee last season, which attracted considerable attention, will probably be repeated during the coming summer. Fond du Lac wheelmen have informally talked the matter over, and all seem to be in favor of it.

President S. E. Hutchings, of the Milwaukee Wheelmen, will give a reception to friends and members of the club on Saturday in honor of his birthday. A great time is promised.

The tenth anniversary of the founding of the Milwaukee Wheelmen will be celebrated on April 10 with a "blow-out."

The pleasant weather last Sunday was taken advantage of by local wheelmen. Parties were formed at each club, and small runs made around the city and into the country. The roads were in fair condition.

BROOKLYN NEWS.

BROOKLYN, N. Y., March 12.—The regular annual meeting of the King's County Wheelmen will be held on Thursday evening, March 15, at the cosy clubhouse on Bedford avenue. The following candidates have been chosen, and will be voted for on that occasion: For president, Durant McLean; vice-president, R. W. Steves; treasurer, Charles McLaren; assistant treasurer, George F. Wilson and H. D. Blakeman; recording secretary, J. J. Hayward; captain, Frederick Harvley, O. R. Gurnee, and G. A. Needham; lieutenant, U. S. Paige.

A la "Arizona Kicker."

The monthly publication of the Brooklyn Bicycle Club, *The Club Locker*, in its editorial columns of the current issue, savors strongly of the *Arizona Kicker*. Here is what it has to say, by way of apology for its scarcity of news:

We regret being obliged to shut out a good deal of interesting matter, which was intended for this number. Perhaps our regret is shared by the members—perhaps again it isn't. At all events, it is not our fault. It is a misfortune, due to the breaking down of the Webb perfecting press on which this paper is printed. We made fruitless efforts to arrange for the work with the prominent New York dailies, but were unsuccessful. We were therefore compelled to set the type ourselves, and print the paper on a hand press, which was "fed" by the chief editor [H. E. Raymond] and "kicked" by his associate. We presume that when this paper reaches its readers both editors will be kicked by them. However, this is one of the minor tribulations in the thorny path of journalism. The junior has but one request to make—kick his chief as he is bigger and can stand it better.

Since Frank Waller and Ashinger left Brooklyn for Paris, W. F. Murphy seems and acts as homesick as a man can appear without being away from that beloved spot. Murphy says, however, that to get rid of the responsibility of training Waller is a relief, indeed, he being of a most erratic disposition, and apparently always anxious to do just what Murphy most objects to. The two professionals will be joined in about two weeks by their adviser and trainer.

J. W. Bates, the prominent local dealer, has offered a gold medal to the Brooklyn cyclist making the best mileage from March 1 to December 31, this year. The prize offered is very elaborate and well worth striving for.

PERKINS FATHERS IT.

Second Vice-President of the L. A. W. Is Authority for the Statement That "Good Roads" Has Been Suspended—Other Boston News.

BOSTON, MASS., March 10.—The most interesting piece of news that Boston has developed this week has been the Perkins-Potter incident. Monday afternoon a Boston paper printed a statement to the effect that *Good Roads* had been temporarily suspended and that the contracts existing had been consequently suspended and revoked until such time as further arrangements could be made. An interview with Mr. Potter, dated New York, appeared the following morning denying that the magazine had been temporarily suspended and crediting the source of the information to the Wheelmen company. There was no need to thus credit it, although the Boston paper did not state where its information came from. Mr. Potter's interview was evidently worded and given in a perturbed state of mind. Among other things it indignantly denied that *Good Roads* would be published in Chicago, a statement which was not even hinted at in the Boston article.

Then Mr. Potter wrote a personal letter to one of his friends on the staff of the newspaper, sending a copy of a denial of the paragraph branded as "absolutely untrue" and signed by the president of the L. A. W. Tuesday morning, two other Boston papers printed the fact of the awarding of the contract to the Bearings Publishing Co., and stated that *Good Roads* had been temporarily suspended. Friday morning the paper first publishing the statement reprinted it, giving Mr. Perkins as authority for it, and quoting him as saying that he was willing to go out as authority for the statement that he introduced the order suspending the magazine temporarily himself, and that he could not see why Mr. Potter denied it. For that matter, Mr. Luscomb had ordered the stoppage of the magazine on the way home from Louisville. At the same time, the statement of Mr. Luscomb was printed denying the suspension. This left the public to decide on a question of veracity. The whole matter lies in the salary of Mr. Potter. He claims that there is still \$2,500 due him and that his contract is still in force and will be till November 15, 1894. The executive committee made him an offer of \$2,500 for next year and this he refused. Will they say to him, this or nothing?

The Policeman Won the Race.

The bicycle has demonstrated its practical use in this town and the whole place is applauding it and smiling at the mental picture that the demonstration makes in their minds. Last Sunday afternoon a young man by the name of Thomas W. Cleary was walking down Sudbury street with a \$20 bill sticking from his pocket and his coat was open and unbuttoned displaying it attractively. At least it was very attractive to the fingers of Dennis Dorgan, who is eighteen years of age and a young chap who does not mind the commandment that says: "Thou shalt not ride for cash."

He made a break for the \$20 bill. He got the said bill, and then he started to hump himself. Now it is just here that the bicycle or rather its rider comes into this yarn. Officer Gleason, of Division 1, is a large man and weighs 240 pounds; he is not a brilliant success as a sprinter; he wanted to catch that man. How was he going to do it? They flew along past square and street and finally turned into Devonshire street. By this time poor Gleason was winded. He told the flying highwayman that unless he stopped he would fill him with cold lead. But this was an impossibility as Mr. Gleason, guardian of the public peace, could not reach round and get his gun. Just then a bicycle rider hove in sight. He saw the officer's plight. Drawing his wheel up alongside the curbstone, he beckoned to the winded officer to take the wheel. This the "peeler" did. He had ridden before. This stern chase was vastly exciting. It was a long race and the limit man could not hold the scratch man who gained on him steadily. Finally when within a few feet of him, he jumped off the wheel and grabbed the bad man. The blue coat says he believes in the supplying of wheels to the members of the force. Colonel Pope immediately sent out a note to the headquarters of the police in the various cities and towns in the vicinity, offering to teach any policeman how to ride the wheel at his school free of charge. One of the Boston papers, commenting on the incident, says that we may soon expect to see the stalwart policemen riding in the park with their jaunty little tennis caps on their heads, discussing the latest records of Zim and all wearing L. A. W. badges.

Taylor Will Race Johnson.

There is a rumor that the wholesale challenge of Johnson's is to be answered and taken up by George Taylor and that the great match will come off May 30 at Waltham.

The Springfield Bicycle Club has begun its campaign already and the first step was taken the other night by the appointment of all the committees. Some of the chairmen are interesting as reminders of other days and past glories. For instance, George Hendee is chairman of the racing committee. Did he ever suppose that when in the old days he flashed down to victory between lines of howling thousands, he would one day serve as chairman of that august racing committee in 1894? Cohen succeeds Taylor as chairman of the press committee. If he is as popular as Taylor with the boys in the box, he will be popular indeed.

A very amusing and successful entertainment was given at the rooms of the Massachusetts Club the other night. It was a mock trial for a breach of promise. Papa Bassett was the judge and Bertie Perkins was dressed up as a girl. He made such a bewitching one that the genial secretary almost lost his heart to her. Sterling Elliott was one of the lawyers and

A. E. Dennett was the defendant. Needless to say that there was a great deal of fun and the jury, made up of club members, found for the plaintiff.

Waiting for the New "Bulletin."

Boston awaits the advent of the new *Bulletin* with a feverish expectancy. Massachusetts and her 6,000 members are looking westward with large hopes and a firm belief in the new paper and its success. A good, live weekly paper, with plenty of news and the sort of gossip and special matter that interests wheelmen everywhere, is just what Boston wheelmen want and they think that they will now get it.

There are several matters of vital interest afoot just now, matters which the average L. A. W. member is thinking about and planning about with enthusiasm. Next Wednesday evening the regular quarterly meeting of the board of officers of the division will be held at Young's. The March meeting is always a good one, as much business of importance is transacted, and this year will be no exception. At this meeting the sanction for the spring meet is always awarded. Or, to be more accurate, the award of the races to some organization is always made. There will be no clash of opinions and consequent rows with Worcester this year as it was last year. It is a foregone conclusion that the

Spring Meet Will Be Held in Boston

and the races at Waltham which by that time will have its new metalithic surface. The sanction list shows that the Bay State Club of Worcester, has secured sanction for the same date—May 30. But it is not thought that this card of races will in any way interfere with the division meet at Boston. All those who came to Boston last May will surely want to come again and enjoy once more the royal hospitality and good fellowship of the old Hub and its entertaining wheelmen.

Now as to who will run the races. Without the shadow of a doubt the A. C. C. will be given the conduct of the races. Such an award will insure to the division a good card of races and a well-managed one. They have appointed all their committees and their track officers already and are working like beavers for the success of the races. They will ask for the races officially Wednesday evening and will get the plum. It means a pretty penny in the A. C. C. treasury. But that should not hinder the division from awarding them to such a competent lot of men as the A. C. C. officers. They have already secured Chairman Howard E. Raymond to referee the races. They say that George Taylor will ride at this meet and under the colors of the Waltham Club. At this meeting, besides the awarding of the conduct of the races, the division will appoint committees for entertainment and programme of the meet. It is hoped that as many new members will result to the Massachusetts division as resulted from last year's spring division meet when 1,000 names were added to the list. Secretary Howard will introduce an amendment to the constitution making the chairman of the finance committee a member of the general committee of arrangements of the meets. It will undoubtedly go through as it is an eminently reasonable and just idea.

There will be a great effort put forth to gather new members into the fold and retain the members already in. In other words unusual efforts will be made to retain the members by renewals. In all probability Chief Consul Perkins will put into effect a very novel scheme which will undoubtedly result in a larger percentage of renewals than ever before. It would be premature to detail what this scheme is, but suffice it to say that it is a good one and will surely bring in large numbers of renewals. It will cover the possible tendency to not renew on account of the raised dues.

The negro question is still bubbling and simmering, but all the interest in the matter has died out. That resolution introduced by Representative Teamoh into the house has not passed and is now stuck at the second reading. Secretary Bassett was asked the other day if the negroes' vote was going to affect the L. A. W. by resignations. He took out a tin box and the calm old philosopher showed all of fifteen resignations which have come in from all over the land since that vote was passed by the Assembly. He scoffs at the idea of the Massachusetts legislature passing the resolution and says that he has few fears.

Zim's Book on Training.

Zimmerman has disposed of 12,000 of his books on training and has not cleared a very large amount of money either. But one-third as much is made on the English edition as on the American. But the real profit to him is in the bother which the book has saved him in the lessening of the number of letters required, previous to the time of the issuing this book, in answer to inquiries as to the champion's mode of training.

Are All After Dates.

These cities are in the field for a place in the national circuit: Cincinnati, Dayton, Toledo, Columbus, Springfield, and Cleveland, all in Ohio; Detroit, and probably Grand Rapids, in Michigan; South Bend and Indianapolis, in Indiana; Louisville, Ky.; Jacksonville, Springfield, and Quincy, Ill.; Ripon and Milwaukee, Wis.; Minneapolis, Minn.; St. Louis, Mo. Here is a circuit in itself and many more cities to hear from with some of these contemplating the giving of two meets during the season.

A bomb was recently found in the court of the minister of foreign affairs at Paris, but when it was picked up by a policeman, who had been sent for, it was found to be a pump that had been dropped by a cyclist.

GIDEON IS SATISFACTORY.

Philadelphia Wheelmen Well Pleased With Chairman Raymond's Appointment—The Track Question.

PHILADELPHIA, PA., March 12.—The reappointment of George D. Gideon, of this city, to the racing board meets with the general favor of the members of this division, particularly in and around Philadelphia. "Gid," as he is familiarly known to wheelmen, was at one time a racer of no mean ability, and still takes an active interest in all matters pertaining to cycling. In view of his experience in race meets he is eminently qualified for the important position to which he has been chosen. There are a few riders who are opposed to him on account of the strict enforcement of the amateur rules, which he has been known to apply to all matters coming within his jurisdiction. Gideon has the best interests of cycling at heart, and anything that savors of professionalism or tends to lower the sport in the eyes of the public meets with his quick disapproval.

The work of A. G. Powell, official handicapper of this state, has been very satisfactory, and with the Pennsylvania division in charge of so able men as Gideon and Powell highly gratifying results in racing may be expected during the coming season.

Only Other Available Site for a Track

is the old Brotherhood Ball Park at Broad and Dauphin streets. A good quarter of a mile track could be constructed very reasonably, as little grading would be necessary, and there is already on the property grand stand accommodations for 6,000 people, and field seats for as many more. It needs only some enterprising men to take hold of the scheme to make it a success, as enough money could be netted from cycling meetings, field sports, base ball games, etc., to make good the outlay incurred in fixing up the property.

The increase in the number of L. A. W. members has been very large in this city in the past few months, and fifty members of one club alone—the West Philadelphia—are active supporters of the great American organization. A canvass will shortly be made in this club, and the officials are confident of some day having a full-fledged League club.

The fine weather of the past ten days has had a tendency to draw out the wheelmen, and if the prevailing elements keep up the openings of the riding season may be fixed as permanent for April 1. Nearly every club had a run of some kind last Sunday through the city and suburbs, and the cyclers greatly enjoyed a day's outing after having been confined in stores and office buildings for the winter season. The announcement made by many captains that the season will open on All Fools Day was well



THE CHICAGOS AND MINNETTES AT THE WORLD'S FAIR.

Quakers Will Go to Denver.

Pennsylvanians, although staunch supporters of Asbury Park in the fight for the National League meet, harbor no grudge against the westerners now that Denver has secured the coveted prize. Already there is considerable talk in local clubs about the organization of a party to attend the big meeting in Colorado next August. No plans have been formulated as yet, but it is thought that at least 400 Philadelphians will be present on that occasion. It has been proposed that a number of riders in Philadelphia and the immediate vicinity form a party to make the entire trip on wheel. The matter is being agitated among club men, and efforts will be made to secure a sufficient number to make the scheme practicable. Captain Wheeler, of the West Philadelphia Cyclers, is organizing a party to make the trip by rail, and a large number of wheelmen have expressed their willingness to be members of the party.

Racing men here are considerably worried over the matter of obtaining a suitable track for training purposes, and for the holding of meets during the season. Heretofore the track of the Tioga Athletic Association has been the recognized course for all cycling races in this section. The association which owns the track is heavily in debt, and the probabilities are that they will not be able to meet the mortgages which will be due this spring. Unless a sufficient sum of money is forthcoming very soon the grounds of the association will be sold, and it is thought cut up into building lots, as the property is very desirable for suburban residences. The

received by the hosts of riders who look forward with avidity to each recurring Sunday, in pleasant anticipation of the thorough enjoyments of the day, the exhilarating exercise, and the companionship of their congenial fellows.

The Americus Wheelmen held their regular monthly meeting on Wednesday evening, and elected Charles Walker as treasurer to serve out the unexpired term of Henry Cohn, resigned. In addition other business was brought up, the most important being the annual outing trip. It was decided that this year's ride would take in the Shenandoah Valley from Scranton, Pa., on the north, to Staunton, Va., on the south. The trip will last ten days, from July 1 to 10, inclusive.

Philadelphia has twenty-eight organizations, the last having been formed two weeks since in the Germantown district, and is to be known as the Germantown Wheelmen's Club. J. W. Smith has been chosen captain, and efforts will shortly be made to secure a clubhouse. A strong racing team will represent the club on the track and road this season, the two long-distance riders, Messrs. Schriver and Smalley, having signified their intention to participate in the big centuries.

The Century Wheelmen will this year be represented on the athletic field by several teams. The cricket players are now practicing daily in the gymnasium, and Captain Fidler expects to have a much stronger team this year than in '93. Last year's eleven was good in the field, but rather weak at the bat, and more attention will be paid to the latter in the team's training.

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All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
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GEO. K. BARRETT, EDITOR.

ANNOUNCEMENT.

Beginning with next week's issue THE BEARINGS will be known as THE BEARINGS AND L. A. W. BULLETIN, a semi-weekly publication going to two constituencies. The earlier edition—which is issued on Tuesday of each week—will be essentially a riders' paper, consisting of thirty-two pages and cover—no more and no less—of a size about 8 x 11 inches. The green cover will be retained, and the paper will, in every way, be as good a publication as THE BEARINGS of today. Nearly all "trade writeups," etc., will be eliminated from this edition. The subscription price of this new edition will be placed at \$1 per year. Our purpose is to be able to furnish at a low subscription price a paper for riders that will be of a very high standard.

The second edition—dated Friday—will be the same BEARINGS of old, full of good reading matter for all classes. The trade will be especially looked after in this edition. The subscription price for this issue will remain as before, \$3, while the price for the two will be \$4 per year.

Our reasons for taking this course are many, the most important being to avoid confliction with the postal rules and regulations regarding the transmission of periodicals through the mails as second-class matter. As the case stands at present this would be impossible, but with the change mentioned above and the added fact that the Executive Committee of the L. A. W. will at once revise the constitution and by-laws of the League so as to eliminate therefrom all mention of the BULLETIN, this difficulty will be obviated, thus leaving it to the member's choice whether or not he shall become a regular subscriber as defined by the postal rules as follows:

"Regular Subscribers" Defined.—A regular subscriber is a person who has actually paid, or undertaken to pay, a subscription price for a newspaper, magazine, or other periodical, or for whom such payment has been made, or undertaken to be made, by some other person. But, in the latter case, such payment must have been made or undertaken with the consent or at the request of the person to whom such newspaper, magazine, or periodical is sent. Consent is to be implied in the absence of objection by the party to whom the publication is sent.

It has always been our aim to comply with all postal rules, and in entering this business we will not deviate from our original course.

We have been given a temporary certificate allowing us the use of the second-class mails until such a time as the changes above referred to can be made, which will take about sixty days, and in the meantime we ask every League member who wants THE BEARINGS AND L. A. W. BULLETIN to signify his desire by at once writing to this office or signing the subscription blanks inclosed herewith.

ZIMMERMAN.

Are we to lose our champion? It looks that way just at present. From all we can learn through the public press and from friends of Zimmerman it would seem that the man from Manasquan is blinded by the glare of French gold and is seriously thinking of abandoning the amateur ranks and immolating himself upon the professional altar. The induce-

ments held out to Zimmerman by the French are enough to make an ordinary man sell his birthright, but the "skeeter" is made of sterner stuff. If he is to give up his amateur standing to race for "the stuff" he must have his price. And that price is a stiff one. If the L. A. W. loses Zimmerman it will be a sad blow. But the League will not be the only one to suffer. The champion himself will regret his rash step before he has been in the professional ranks a year. He will find that to be the people's idol he must be an amateur. Who ever heard of a professional occupying the same pedestal in public favor that Zim does? Not a single man. There have been as good men as Zimmerman (in their day) who having once given up their amateur standing soon dropped out of sight and were heard of no more.

It may be that Zimmerman is afraid that he will not be able to retain his laurels the coming season, and for that reason is thinking of "flopping" to escape the ignominy of defeat. But this is hardly plausible, for he has never shown the white feather yet, taking his defeats as he does his victories—without saying a word. He can not plead poverty as a reason for going over, for, as everyone knows, his father is comfortably well off, while Zimmerman himself has converted nearly all of his prizes into New Jersey real estate.

For Zimmerman's sake, as well as for the good of amateur racing, it is to be hoped that the champion will cast the temptation aside and be seen on the American path this year—an amateur.

MUST WEAR COLORS.

After hammering away for many moons THE BEARINGS has at last convinced the cycling world that colors are the proper thing. It took a long time to convince the public that this was a fact, but little drops of water will wear away the largest stone—if you only give them time. And so it is in this case. The racing men—all pure amateurs—did not like the idea at first; it savored too much of professionalism. But as interest in the sport increased so did the demand for colors. The people like to see the field sweep by with a kaleidoscopic dash. The bright colors added interest to the race and enabled the spectators to pick out a man and follow his progress through the race. We have often noticed people who never saw a bicycle race before, or evinced the slightest interest in the sport, become wildly enthusiastic as they followed with their eyes some man who wore distinguished colors. And so the good work has gone on.

We now notice that Chairman Raymond, who is always on the lookout for something that will add to the interest of racing, has decided that every man must have a color or combination of colors and must register them with the racing board before he will be allowed to race. This is what we have been waiting for and we must really be excused if we pat ourselves on the back for bringing about such a needed reform.

STRAY SHOTS.

Pros and Amateurs May Not Mix.

Chairman Raymond has early set at rest the anxiety that was felt to know whether professionals and amateurs would be allowed to compete at the same race meet, by denying the application for a sanction of a club which wanted to include both amateur and professional races on its card the same day. This action will settle any plans that the N. C. A. people may have entertained—as it was rumored that they did—of obtaining sanctions for running amateur races and including on the card events for the professionals. This move following the adoption of the two classes will undoubtedly sound the death knell of professionalism in this country for this year at least.

French Enterprise.

Strange as it may seem, it is nevertheless a fact that we receive more subscriptions to THE BEARINGS from France than any other foreign country, not excepting England. It is indeed odd that the paper should be read more in France than in its English-speaking neighbor country, and it speaks loudly for French enterprise.

Zimmerman Will Regret It.

"If Zimmerman turns professional he will regret it as long as he lives," said a well-known trainer when he read the dispatches in last Sunday's papers. "Just as soon as he flops he will drop out of sight so quick that his head will swim, and he will be astonished to see his popularity disappear like dew before a rising sun. Witness the case of W. A. Rowe. In the good old days he was the idol of the wheelmen. Thousands and thousands of people would come miles to see him race and whenever he would win the people would go wild. But just as soon as he flopped he lost his popularity and now you can find lots of wheelmen who have never heard of Rowe or his deeds. It is all bosh to talk of matching Zim against Harris. The Englishman isn't in it with the Jerseyman for a minute and no one knows it better than Harris himself. You couldn't hire him to meet Zim."

OUT OF THE ORDINARY RUN.

Century C. C., of Syracuse, Holds a Unique "Hard Times" Smoker—Eck Says Sanger is Afraid.

SYRACUSE, N. Y., March 13.—Executive committees and boards which are governing the financial and amusement matters for cycling organizations are continually in search of original ideas with which to entertain the members while the rainy spring weather prevents good wheeling. Some exceedingly novel things have resulted from ingenious minds of wheelmen, but the best and latest thing out was provided for the members of the Century Cycling Club, of this city, last week. The name is somewhat of a chestnut, but Mr. Ford's "hard times" smoker eclipsed anything in the entertainment line that has ever been given here. According to Solomon there is nothing new under the sun, but that particular body-warmer was out of sight of Syracusans last week and therefore they heedlessly broke away from that rule. "Hard times" smoker it was indeed. There were tobacco and pipes enough on hand to stock a fair-sized regiment; but the beings that wallowed in the fumes and swallowed the nicotine were something to admire. Imagine every character under the sun (not the sun that shines over Syracuse, but Solomon's sun) gathered in one room and all enjoying the rich Weedsport tobacco that had been provided. At "hard times" smokers the people who imitate the "hard times" and pose as examples of democratic rule, usually pick up the toughest costumes they can find. Tough, did you say? The masqueraders of the Century Cycling Club were tougher than proverbial boarding-house spring chicken. Tough is not the word to express it. The very essence of toughness was contained in their makeups. The boys had investigated every tough joint in the city to get the most grotesque costumes and when they got together they were dandies indeed. Irish, Dutch, Swede, Grover Cleveland, Turkish, Italian, "Boss" McKane, "Billy" Murphy, C. Edward Wood, and every other nationality was represented in the exhibition. For four hours the sport held full sway and during that time hundreds of prominent Syracusans looked in upon the scene and were amused by its aspect. The Century made a great success of their venture and the tableaux which followed later in the evening were heart-rending. As an idea of how ludicrous some of them were it is well to mention several: "Zimmerman doing a mile in 1:30:00"; "President Luscomb enlightening the negro population of the United States;" "Washington discovering Chicago;" "The negro cycling element banqueting the members of the executive committee of the southern branch of the L. A. W.;" "Daniel Lamont, the lone fisherman;" "Ben Harrison, the rag picker of the Colorados;" and dozens of other successful tableaux. The fun was terrific and from the illustrations a good idea can be obtained what manner of personages were represented.

Eck Says Sanger is Afraid.

Since Sanger's declaration that he will not meet Johnson, the BEARINGS correspondent in this city has received a communication from T. W. Eck which denounces Sanger as being in fear of his reputation. Sanger, in saying that Bliss and Dirnberger should first meet Johnson, is overstepping his limit. If he thinks Johnson is such an easy mark the big little man will turn a trophy valued at several thousand dollars into his coffers which would be like finding it. This also applies to Zimmerman, whom Eck says must meet Johnson for keeps before the season is over. The Century Cycling Club will back their man to the last dollar and can place a great deal of confidence in Eck's assertions.

James W. Kennedy, said to be the strongest man in the world, has decided to enter the ranks of the wheelmen. A Syracuse reporter interviewed Kennedy during his stay in the city and found out that the big fellow was already contemplating securing the services of a trainer. Kennedy has an enormous lung expansion and is credited with having the strongest limbs of any person on earth. He weighs 190 pounds and confidently believes he can push a 110 gear. If he can, he is a winner. Possessed of such strength, wind, and pedal powers, Kennedy ought to do something in the bicycle line.

BOSTON'S PRIDE.

Boston claims the proud distinction of having the youngest bicycle rider in the world. Master Thomas John Shepherd is his name and he

lives with his father in Roslindale, a suburb and annexed part of Boston proper. Thomas is a daisy and he rides the wheel with the pleasure and the knowledge of a veteran. He is but four years old now and he began to ride when he was but three. He rode a twenty-nine pound wheel last season and weighed just two pounds more than his machine. This year he will ride a new bicycle built especially for him which will weigh just 9¼ pounds, and his father is of the opinion that it will not tire the youngster, although he did some long distance work last year that seems simply incredible when one considers his years and his size.

He is exactly three feet, four inches in height and wears the sweater with the emblem of the Roslindale Bicycle Club. His father is an enthusiastic wheelman and the boy often accompanied him last season on his rides about the country. The longest ride he ever took was one of twenty-five miles, at an eight or nine miles an hour pace. There is an interesting incident explaining how the boy learned to ride. Thomas had a three-wheeled velocipede and he was much interested in it and took great pleasure in it. He soon began to covet a safety and his father took off one of the rear wheels of his velocipede and substituted a single wheel. He told his little enthusiastic son that if he learned to ride that wheel he could have a safety. This was an easy job for the little chap and he soon mastered the mystery of keeping his equilibrium on his new steed. Then came the regular safety, which Thomas John Shepherd rides with pleasure and enjoyment. He has a medal which was presented to him by a party of gentlemen whom he met on the road on one of his trips. It is presented to the "youngest known rider in America."

Racing Board Matters.

In order that racing men may not act without proper understanding of the effect of the new amateur rules on road racing, the racing board would call attention to the following resolution passed by the National Assembly at its meeting in 1893.

"Resolved: That from this time out no rule of this organization shall in any way be construed so as to effect any act committed by a racing man, as such, upon the road, save and except infractions of the amateur rule."

It will be seen that the amateur rule dividing the riders into two classes becomes operative in respect to road races. Competition in a road event for a greater prize value than \$50, outside of the traveling limit will transfer the men so competing to Class B. Promoters of road races will please take note of this fact, and make provisions accordingly.

A special sanction has been granted the Jacksonville Cycle Club to hold a twenty-mile race between horses and men, any single afternoon from March 15 to 23 inclusive. The riders of the horses and of wheels to be amateurs, and the prize a medal not to exceed \$50 in value.

Racing Colors.

Numerous applications are being received from racing men to register colors. The new rules will provide for this feature, but as yet the rule is not in shape to announce. While the matter is pending these applications will be received and filed in the order they arrive, and granted in said order at the proper time. Several applications simply state the two colors to be worn; this is not a sufficient description. The way the combination of colors is to be used must be given, as it can readily be seen that there would not be enough colors to go around. It is the combination of same that will be registered.

The Board is pleased to be able to announce that its investigation into the non-delivery of prizes on the part of the Michigan State Fair managers has resulted in a recent assurance that the society would shortly make good all its promises as regards the cycling events.

Sanctions granted: June 18, Waltham Cycle Club, Waltham, Mass.; Sept. 3, Waltham Cycle Club, Waltham, Mass.; July 4, Columbia Cycle Club, Hartford, Conn.; July 5, Columbia Cycle Club, Hartford Conn.; April 19, J. F. Sterling, Franklin Park, Saugus, Mass.; May 30, Asbury Park Wheelmen, Asbury, N. J.; July 4, Asbury Park Wheelmen, Asbury, N. J.; May 30, Auburn Cyclers, Auburn, N. Y.; June 8, 9, Y. M. C. A., Syracuse, N. Y.; May 30, Union County Roadsters, Rahway, N. Y.; July 4, Century Cycling Club, Syracuse, N. Y.; Sept. 3, Syracuse A. C. Cyclers, Syracuse, N. Y.; April 3, 4, Charleston Wheelmen's Track Association, Charleston, S. C.; May 19, College Hill Field Club, Cincinnati, O.

Ralph Temple is offering this week a beautiful picture entitled, "A Fair Sample."



THOMAS JOHN SHEPHERD.

FAIL TO SELECT A COURSE.

Associated Cycling Clubs of Chicago Unable To Decide Where to Run the Decoration Day Road Race.

Quite an exciting meeting of the Associated Cycling Clubs of Chicago was held at the Grand Pacific last Tuesday night, at which the advisability of abandoning the old course to Pullman came up. After balloting for two hours the delegates were unable to come to a conclusion, and an adjournment was taken to next Monday night. The North and West sides are in the field this year, and are making a hot fight for their respective courses. At the meeting Tuesday night these two sections came prepared to make a stiff fight for the plum. The North Side started the ball to rolling by announcing that they had investigated the course to Evanston and found that it was the ideal course for a road race. They propose to start in Lincoln Park, along the Sheridan drive, Evanston avenue, Belmont avenue, and the streets of Evanston, making a course of twenty miles in length, with but one bad stretch of two and one-half miles in it. The course proposed by the West Siders was to start at Halsted and Washington streets and go to Riverside and return, making a ride of about twenty-three miles. The South Siders stuck to the old Pullman course, the South Side committee reporting that it would be in better shape than ever this year, the city administration having promised to see that it was fixed up.

It was about 10 o'clock when the balloting commenced. The first ballot showed that the West Side had seven votes, the North Side six, and the South Side three. Another ballot gave the North Side seven, one delegate amusing himself by voting first for one side and then for another. After eight ballots were taken it was seen that it would be impossible to settle the matter that night. Although the West Siders fought against it, announcing that they were willing to stay there and vote all night if necessary, an adjournment was taken to next Monday night, when it is hoped the vexed question will be settled.

It looks as if the race would be held over the old course to Pullman. Although the South Side delegates have but three votes, they are determined to stick it out to the last. As there is strong feeling between the North and West sides, and as neither is willing that the other should get the course, it is more than likely that a compromise will be made, and the race go to the South Side as of yore.

The only other business transacted worthy of notice was to pass resolutions condemning the record of Alderman Potthoff, of the Twentieth Ward, and opposing his candidacy to the city council.

Chicago News Notes.

Thursday evening of last week the Minnette Cycle Corps gave a ladies' night, one of the best given this season. Nearly fifty couple were present. A musical entertainment was given in which two of the cleverest entertainers in the city kept the wheelmen laughing for an hour. Ed. Russell and Jack Tucker are no doubt well known to a number of the readers of THE BEARINGS in this country. Dancing followed.

The last ladies' night of the season was given by the Illinois Cycling Club last Monday night. The hall was well crowded for dancing and a large number were engaged in the bowling alleys and as spectators at the billiard and pool games in the tournament which is now in progress.

The Lincoln Club is preparing for the annual cleaning out and at the regular meeting of next month will bring up the names of all members in arrears for dues, and without some good cause is given, will expel them without compunction. The members of this club as a rule are good at paying dues, so many of them being in the cycle trade, and the number will not be many.

This Saturday evening the Illinois Cycling Club gives a smoker and gentlemen's guest night and next Saturday evening a "hard times" party will be held at which it is expected that every club member will be present. And all will come in "a hard times" costume or the results to any good clothes worn will be disastrous.

The Minnette Cycle Corps held a meeting last Saturday evening and elected the following officers for the ensuing year: Captain, J. J. Mundy; first lieutenant, W. M. Staley; second lieutenant, W. H. Miller; bugler, Al. Hess; color bearer, A. G. Moore; secretary, C. Wood; racing board, John West, Walter Staley, and W. E. Waugh.

Emil Ulbrecht is doing well in Los Angeles, Cal., and is about to embark in the bicycle business on his own hook. At present he is employed with the Columbia agents at that place, and it is with one of the salesmen of the concern that he is to carry on a business under the firm name of Ulbrecht & Kitchen. The company will handle the Thistle wheels in that part of the country.

It was rumored around the city the past week that the Sterling Cycle Works had secured A. D. Kennedy for the racing team of the coming season. It was also said that E. C. Bode would be the second member of the team. With Culver in charge of these men there should be a good account rendered before the season's close.

In the Illinois Cycling Club, of Chicago, and the Minnette Cycle Corps the initiation fee has been done away with for a few months and the membership is booming as a consequence.

Clarence Smith is in the city. He is now with the Detroit branch of the Overman Wheel Co.

Chicago's Associated Cycling Clubs should do as the Metropolitan Association of Cycling Clubs does,—invite clubs that are not enrolled to join the organization. There are a half-hundred clubs in Chicago and vicinity and only a dozen are members of the Associated Clubs. If all were enrolled the Associated Clubs would have a voice in the political situation that none could gainsay.

The Columbia Wheelmen, of Chicago, will shortly establish a monthly paper in the club for which a name has not been selected as yet. S. A. Scheltes will edit the new sheet and the matter will be supplied by the club members.

A capitalist has offered to build a \$5,000 clubhouse for the Ravenswood Cycling Club, and the offer will probably be accepted. This is the first club in the city to admit lady and gentlemen riders.

The Holbein racing tricycle, on which the great racing man made the twenty-four-hour record, is now in the possession of a Chicago man and has been fitted over into a ladies' machine with wood rims and Palmer tires. It now weighs twenty-seven pounds.

America is to be represented in the races in Germany the coming season by Fred Nessel, of the Columbia Wheelmen, Chicago. Nessel's best ride was in the Waukesha road race of '92, when he won time prize, beating John S. Johnson and Ulbrecht. Sanger was in the same race, but broke down.

Another suburban club of Chicago is in trouble; the Englewood Cycling Club having taken out a chattel mortgage on the club property for \$2,760. It is a peculiarity of the suburban clubs of the World's Fair city that they are always in trouble. This is owing to the fact that they are compelled to admit non-riders owing to the lack of wheelmen enough to keep the club going at the pace set.

Fairchild and Gunther will go for the New York-Chicago record, held by Wylie, the coming summer. Both are good road riders and centurions of note. They will follow the northern route in all probability.

H. R. Winship will be a competitor in the Pullman road race this year. "Win" has won three time medals in the contests since the start.

Hotel Florence, at Pullman, has changed hands, and the new manager is a wheelman who was very anxious on Sunday to do all in his power for the visiting members of the Chicago Cycling Club. He will be the wheelman's friend, and with the new man at the helm the runs to the Florence will once again be popular. Manager Richards, the old proprietor, became anything but popular in his treatment of the wheelmen who would go anywhere else but to the Florence for dinner.

Preparing for a Big Meet.

LOUISVILLE, KY., March 12.—Prince Wells has officially announced the date of his annual road race to be July 7 instead of June 13 as was announced last week. This event has been for the past two years the largest cycle event in the state, if not in the south. This year's tournament promises to exceed all former ones, and will be the only race meet held in Louisville this season. Mr. Wells is very hopeful of making his meet one of the international circuit. The Ohio state meet will be held July 2 and 3, and the Poorman road race July 4, both in Cincinnati. All of the fastest riders who attend these events will be invited here. Of course Bliss and Dirnberger will be here, and if Zimmerman keeps the promise made while attending the National Assembly, he will also be here.

The road race will be run in the afternoon from the Auditorium track over the Third Avenue boulevard, which is one of the fastest road courses in the country. In the afternoon there will be four track races at the Auditorium, consisting of a quarter-mile, open to boys of sixteen and younger; a one-mile handicap, open to Class A riders; a quarter-mile heat race to riders who have never ridden a race; and a one-mile handicap open to Class B riders. In the evening, by electric light, the following races will be run: One mile, three-minute class, for Class A riders; one mile, handicap, open to Class B riders; one mile, handicap, open to Class A riders; two miles, Auditorium Cycle Derby, for a \$50 silver cup, presented by Mr. Daniel Quilp, of the Auditorium; one-quarter mile, heats, open to Class A riders; five miles, open to Class B riders. The prize of this five-mile race will be either a handsome upright piano or something similar in value. The total value of the prizes will be \$1,500.

"Tom" Jefferis announces his determination to go on the path again this season and do the international circuit. He has made all of his arrangements to this effect, and will go into active training on receipt of his racing wheel, which is being built for him. He has the local and state records for several years, and held the world's record for a short time of 100 miles in 6:49:00, made in Memphis during the summer of 1892.

An effort is being made to resurrect the defunct Louisiana division, says a private letter received here this week. Those concerned say that as the south received especial recognition at the hands of the Assembly and got everything she asked for, it is due in return that the south should go to work and make up for the lost time.

W. F. Murphy takes his daily ride to Coney Island and return, by which he is preparing himself for his coming campaign as a professional in Paris. Murphy is going faster than ever, and when he gets his store off his hands he will be totally free from care, and can then devote his entire time to training.

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MENTION THE BEARINGS

A BALTIMORE TRACK SCHEME.

BALTIMORE, MD., March 12.—League members here have plenty to think of and talk about these bright days. The Maryland division is pledged to the support of a cycle track situated about four miles from the center of the city. Last year the finances of the scheme got into bad shape, and it has now become the pressing need of the local men to get it out of a hole. Three months ago Vice-Consul J. B. Reed was appointed to work up plans to that end. That he has thoroughly and vigorously covered the field will be shown in his report for the meeting of the officers, which will shortly take place. Mr. Reed's plans go further than the track—they reach out to the protection of all local racing interests. The name of the track association, according to these plans, will be changed to

"Druid Cycle and Athletic Association."

All the affairs will be merged into a stock company, controlled by the wheelmen. The pressing debts will be paid off in stock, and strenuous efforts will be made to get further stock subscriptions. The track and grounds will be greatly improved. Athletic grounds will be made in the in-field, and a bid made for the support of general athletes. If this is given the five adjoining acres will be taken in and improved. The track will, in future, be rented on a basis of the gross receipts, and renters will be strictly regulated as to the prices charged for various privileges.

The National Racing Board will be asked to let the local racing board pass on applications for sanction. Last season a number of the smaller clubs here gave race meets at so-called tracks on the Chesapeake bay. The steamboat ride proved a tempting bait to many who were then disgusted with cycle racing, as exemplified on tracks of the most miserable description. This had a tendency to keep people away from legitimate cycle racing.

Another proposition that will come before the board will be the issuing of a road book. For the past eight months the wheelmen here have been collaborating the data for such a book. Now the ways and means for the publication of such a valuable work will demand attention.

About Zimmerman.

Zimmerman during his trip here last week managed to see many leading local cyclers. He was quite open in his talk about the probabilities of his going to Paris. He seemed so intent on racing in this country this season, and retiring at its close, that he said it would take much to take him to race-mad Paris.

The stability of state road records here has always been doubted, which was due to the fact that there was never anything official about them. The Century Cycling Club, of Maryland, has appointed a committee to correct all this. The committee has been working with data and surveying for a month, and will soon announce a cast-iron policy that will break up all "fake" records.

The proposed trip from Washington to Denver in August can be made a great success through Maryland. This state is so comparatively small that there are many riders here who could take the dispatch unflinching over the best roads in the shortest possible time.

There are rumors that the defunct Chesapeake Wheelmen, formerly one of the oldest League clubs here, will be revived and its old Fulton avenue home reoccupied. Those said to be working to that end refuse to talk when asked about it. They say

The Scheme is Green Yet

but that pledges are being obtained. Many of the members of the stock company which owns their former home indicate that they would be willing to make easy terms if another Chesapeake Club should rise, Phoenix like, out of the ashes of the old.

The stock subscription committee of the Baltimore Cycle Club is working hard getting money for the building of a splendid new clubhouse on Eutaw place. Their efforts are meeting with success.

LATE NEWS FROM ENGLAND.

LONDON, March 3.—The Newcastle center of the union has formulated and adopted a scheme for banking prizes which will come before the Union Council at its next meeting. Under the scheme the money for the prize is deposited by the race promoters with an official of the N. C. U., and on November 1 in each year the winner is informed of the amount standing to his credit, and invited to name the article or articles he desires or needs. A small percentage is deducted for working expenses. I am not sure this scheme will be welcomed by London racing men, but it is pretty certain to be supported by several provincial centers. No center is compelled to adopt it.

The scheme of the Essex Cycling Union, in connection with the Walthamston track, is stated to be in danger of falling through, owing to the fact that the subscription for shares in the company has not so far warranted an allotment. \$150,000 is the sum asked for a ten years' interest in the lease of the ground. So, after all, it is possible the new track may not be laid this season.

At the *Sport and Play* Easter Cycling Tournament there will be no races held for professional cyclists. This will come as a surprise to the riders who have thrown in their lot with the new professionalism.

Bicycling News fears that the Surry spring meeting, which annually heralds the racing season in London, will not be held at the Oval as usual. I doubt if the old club will draw a crowd of 15,000 anywhere else in London.

Lacy Hillier and the Anerley Club have been enjoying a pretty quarrel, arising over a county dinner ticket issued by mistake and presented by the recipient to a friend who used it. The current issue of the *Anerley Gazette* is filled with the polite letters which have passed between the parties concerned. Hillier is accused of fomenting the row with ulterior objects.

Today, in bright sunny weather, the Stanley C. C. and other active clubs are holding their opening runs.

The Mowbray House Cycling Association is still much absorbed in its country cottage scheme. It has been arranged to hold a series of monthly runs which gentlemen will be allowed to attend as visitors. In connection with the subject of dress reform a "Mrs. Grundy Night" is announced, when some opponents to the rational dress for lady cyclists will be encouraged to have an innings.

C. W. HARTUNG.

HE TOUCHED BOTTOM.

NEW YORK, March 11.—A peculiar accident occurred to a wheelman in Prospect Park, Brooklyn, last week. C. H. Dennison was riding along one of the many drives in the park, when he discovered the fact that the lake was frozen and, as he supposed, was strong enough to support himself and wheel. So, onto the ice he rode, and was rapidly nearing the center of the lake, when with a crash, down he went completely "out of sight." He was rescued after some trouble by a park officer, but was compelled to leave his bicycle at the bottom of the pond.

The Long Island wheelmen have decided to mortgage their pretty house on Bedford avenue for \$7,000, with which to help retire bonds now out.

The members of the life saving station at Southampton Beach, L. I., are experimenting with bicycles in patrolling the beach in fair weather. They claim to be able to cover their necessary four-mile rounds in one-half the time it took them to make them on foot.

The date of the Combination century run from Newark to Asbury Park and return, in which the Associated Cycling Clubs of New Jersey, have joined with the M. A. C. C., has not been decided upon as yet. The regular twenty-five-mile road race of the latter organization will be held May 30, over the Irvington-Milburn course.

Eck's Real Age.

In a conversation with Tom Eck recently, the trainer stated positively that his age was thirty-two years. He claims to be able to prove his father's and mother's ages to be respectively fifty-eight and fifty-six years. He failed to state whether or not it was his stepparents, in which case it is possible for the son to be older than the parents. Eck claims to have obtained in Charley Callahan, of Buffalo, a man who, he says, can sprint away from Dirnberger and Bald.

H. E. Raymond, who was appointed by C. H. Luscomb to fill his vacancy in the board of governors of the A. A. U., says that the way in which the A. A. U. will overcome the Class A and Class B obstacle, which at first puzzled them, will be simply this: "The A. A. U. will only hold Class A races."

President Luscomb has been called upon by several city passenger agents of various railroads in regard to arranging rates to the League meeting in Denver. He is not satisfied with the "fare and a third" proposition, so will hold off for at least "one fare for the round trip." It is certainly true that unless some such arrangement can be reached the attendance from the east will be indeed small.

Rather Poor Management.

The Riverside wheelmen have recently expelled about fifty members of their club who dropped behind in their dues. Among the names are those of several prominent racing men. The trouble in regard to that point is this: Every time a celebrated racing man stops in New York City a delegation from the Riverside Wheelmen wait on him for permission to make a R. W. man of him. Of course the racer says, "Sure," and the club elects him. Then he is not notified of his indebtedness to the club until the amount has assumed large dimensions, when he is expelled. There was one member expelled some time ago who called at the club and gave the amount of his dues to the janitor to be given to the treasurer. The cash was never heard of afterward and the man was "fired" for non-payment.

One of the funny sights of this great metropolis is to be seen in Mott street occasionally. Mott street is the Chinese quarter of the city and the sight of a native of the Flowery Kingdom riding back and forth attracts large crowds.

Troy Will Manage Zim.

W. B. Troy has grown weary of waiting for definite word from Paris, so he will sail for the other side next Saturday to arrange a match race for \$5,000 or more, Zimmerman against the world. Troy will have an invincible pair in Harry Wheeler and the American champion, both of whom he will manage in their contests abroad.

A street fakir did a rushing business on Park Row recently, selling photographs of as choice a group of "pros" as could be gathered together. The photos were labeled, "America Against the World," and had Tom Eck's smiling countenance in the center of the picture. Around Eck are likenesses of such celebrities as W. J. Morgan, Prince, Howell, Wood, Robb, Lamb, McDowell, Edlin, Schoch, Stage, O'Flanagan, Ashinger, and Lumsden. At the bottom of the card is a reproduction of an "ordinary" bicycle race, taken from cycling lithographs. These photographs sold at one cent each.



"I was walking the other day with a non-cycling friend along Cycle Row. My friend was thinking about buying a wheel and I had refused to advise him. He deliberately took me into a store with whose manager I was acquainted. I introduced my friend to the head salesman, informing the latter of the farmer's wants. The head salesman took a new bicycle, lifted it up on the counter and pointed out its beauties. Then he put it on the floor and tried it with his weight. Then he hauled down a box of parts and exhibited every one of them to the great delight of the would-be cyclist. Meanwhile he talked and talked and talked about the merits of that wheel, excusing his volubility on the ground that he couldn't help it; that, really, the ——— was the only wheel worth striding.

At first my friend was intensely interested and listened with eagerness. But in about thirty minutes he began to show symptoms of fatigue; his eyes grew glassy and he leaned against the counter for support. Just as the head salesman had about run down my friend was on the verge of collapse. At this point the manager came in and a fresh introduction aroused the poor victim to life. When I explained that my friend was after a new bicycle the manager turned to the salesman and said:

"Mr. Jones, have you talked him to death?"

"No," replied Jones, "not quite."

"Then, I'll finish him," added the manager, and the eager way he went at that customer was, alone, worth the price of admission. He attacked him from all sides and for another thirty minutes the praises of the ——— wheel were poured into my poor friend by the gallon. He was already wilted, his eyes were bulging, his mouth open, and his head hung limp from his shoulders.

At last, after looking despairingly around for help, he summoned up a little courage and cried out:

"Stop! For heaven's sake stop!"

"Will you buy a wheel?" asked the manager, with the smile of a fiend

"Will I buy a wheel?" said my friend. "No; I'll buy two wheels."

"The Idler" Worsted.

Miss Fanny Davenport, the celebrated actress, had invited me to call on her in her apartments at the Auditorium, and I confess that I was a bit abashed when her Nubian slave (just imported from Egypt) ushered me into her presence.

Accustomed as I am to beautiful women I was totally unprepared for the gush and rush of pulchritude that came at me when I entered the room. Miss Davenport smiled at my embarrassment in such a winning way that, for the nonce, I forgot all about my surprise at her bewilderment of beauty and spoke up like a man:

"Miss Davenport," I said, "the first point I wish to question you on is your opinion of the negro question."

The lady put down a large, cross-eyed snake she had been chewing and looked at me in a strange, wistful fashion.

"If you were not a complete duffer," she replied, "you would know that Cleopatra was no wench. Monsieur Sardou told me she was a blonde."

"I beg pardon, Miss Cleopatra—I mean Fanny—that is—ah—Miss Davenport—I should say—do you know whether she wore a knickerbocker suit or jersey tights?"

The great actress looked at me with surprise, and shifted her position on the Egyptian couch she reclined on.

"I often wonder," she said, dreamily, "whether bicycle riding produces paranoia or paresis. I think in your case it has caused hemaphragilitis."

At this point a large boa constrictor which Fanny maintains as a pet, began to glare at me in an ungentelemanly and impudent way and I tried to change the conversation.

"Miss Davenport," said I, "my grandfather used to tell me that he once took me to see you play Romeo and Juliet when I was a baby, away back in the '30's. He said you played it to the life."

The lady looked at Men-ep-tah-Ra, her slave, and the next moment I found myself going down the stairs at an unusually rapid gait. I always believed that the fair genius was just a trifle unbalanced from overtraining but now I am satisfied of it. At any rate it was a most remarkable interview and I was glad when it was over.

There Are Side Slips and Side Slips.

A foreign contemporary says: "We printed a paragraph some time since with reference to a curious side slip, where the machine not only came from under the rider but the rear wheel curved around so that the pedaler faced back in the direction whence he had been coming." This kind of a slip is a mere nothing to some we ourselves have seen. We were once riding into Elgin (down the big hill on the east) when our wheel not only slipped from

under us, but we ourselves were thrown some eight feet in the air and kept on speeding away in the same direction we were traveling, our sweater being used as a sweeper and shipping about two gallons of macadam dust at the neck. We once knew an unfortunate cyclist who slipped and fell fifteen feet straight away. He might have escaped unhurt had not his neck been securely attached to a rope in a noose. As it was he was buried quietly and peacefully, and the club passed resolutions on his sudden death. Another friend of ours fell (or was thrown) from grace about a year ago and we had to give him the Keeley cure to get him back. We might mention others but space forbids.

A Rare Old Book.

I was rummaging through an old book shop on Madison street the other day looking for rare editions and fine bindings, and, by chance, I fell upon a book which was rare enough and curious enough, too. It was bright, sound copy, as the booksellers say, of "The American Bicycler," prettily bound in cloth, and in simply superb condition for its age. You can imagine how ancient the book and how curious its contents must be when I tell you that the title page bore the date of 1880. At sight of this treasure visions of monastic bindings and first editions vanished, and I plunged—yes, plunged is the word for it—into the contents of this old and odd volume. He was a small octavo—the book I mean—and he was printed on nice rag paper in clear large type. He had a few quaint illustrations, and a most fascinating text. The writer of the book spoke about bicycling (not cycling) in America, of its pleasures and delights, and the great good to be had out of the pastime. He made numerous and humorous references to the old style of wheels when the bicycle was in its infancy, and spoke with good-natured contempt about the efforts of bicycle builders "long ago" when they actually built wheels of wood. Then he enlarged on the mechanical perfection in wheel building of the present. (Oh thou egoistic present!) I could not help laughing at his presumption. To him the old ordinary was the ideally perfect wheel. What would he have said could he have seen the twenty-pound pneumatic chain safety of 1894? Who knows? Perhaps in fourteen years from now the wheelmen of that date will laugh at us as we laugh at our author of 1880.

A Pointer for the Poets.

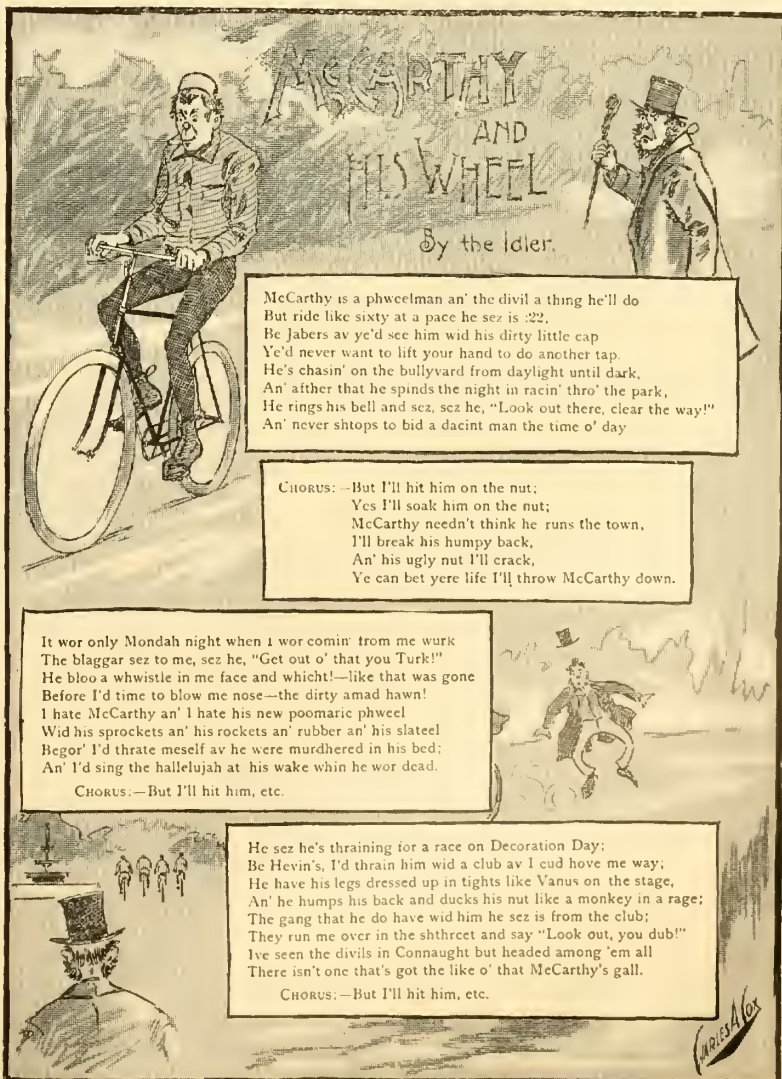
As a harbinger of the spring, the swallow and the violet, the daisy and the spring fever are not to be compared with the athletic girl on the safety.

Was a Classic Wheelman.

Bifkins (who has been attending the university extension lectures): Say, Mifkins, why is a pneumatic tire salesman like a poet?

Mifkins: Give 't up.

Bifkins: Because to be a success he's got to have the divine inflators.



ODDS AND ENDS.

Do you know what a "pull" is? If not, ask Dan Canary. He has the champion "pull" of the season. It pulled him out of the professional ranks in among the pure amateurs. If Dan continues to give his unrivaled riding exhibitions on the National circuit in '94, he will have to hunt up a rich uncle to pay his expenses, or the rest of his fellow pures will. How funny that would seem to such an out-and-out pure as Dan! Wonder how all those Louisville purists happened to forget that Dan was out on the circuit all last season giving trick exhibitions for "fifty cold plunkers," as Dan used to gaily allude to the "velvet" he got over and above his expense account.

What will be Raymond's next move? Will he wait for the impures to declare themselves, or will he declare the new rules are ex post facto laws and fire the sinners into class B? A publication of his list of "B's" would be most interesting reading to one on the inside. It has always been a matter of conjecture among the men just how much Raymond actually did know. I'll bet if the four prominent inducers of the country were to publish their respective lists they would be double the length of Raymond's. Did you ever see a list of United States saloon licenses issued in a non-license town? If you have you would know how an inducer's list would look compared with Raymond's. And that brings me to another point: What are these inducers going to do about men whom Raymond don't discover? Let them alone? Then will the sport be "purified"? Expose them? Ever hear of an inducer doing that? The minute the actual racing season opens, the old game will start again. It will be a snap to ride against the pures, and while we will see no teams we shall see the usual quota of fathers, aunts, etc., taking an active interest in cycle racing. Then again, of course, the "B's" won't draw a salary for racing. Oh, no! And they wouldn't sell their prizes, their cycles, their watches, their diamonds for anything (except money).

How new fads rise up each year. One year it was long steering centers, the next, wheel base. No traveler talks of those points now; he tells you of wood rims, and "tread." And how abused that term "tread" is. One man will tell you his tread is five inches—meaning his length of axle—and the next will swear his is ten and one-half and you wonder how he ever gets his sample into his case with such an enormous width of crank, and if it wouldn't split a man in two to ride the thing. Some catalogues give the length of axle, some the width between ball bearings, some between the inner face of cranks, etc. But the only sensible definition of tread is the distance from center to center of pedals, giving at the same time the distance between the ball bearings of the crank axle, so the rider can tell at once how far apart his feet will be and whether, in getting the feet close, rigidity in the crank axle has not been sacrificed by bringing the bearings too close together.

Last season brakes were a bug-a-boo to the light-weight cranks, but like the cowboy's revolver they found them "darned handy" in emergencies and suffered occasionally for the want of them. So now they want a brake that will brake, weigh nothing and be unobtrusive when not in use. This they find in a foot brake, which does most effective work and weighs but eight ounces.

So also of pedals. The "light weight" men used rat-traps to save a pound, but found them very unhandy, nasty for pedal mounts, easily lost and hard to regain while in motion, invariably banging the ankle when you attempted to put your foot down on it as it passed. This led to many experiments, until now we have the rubber pedal with hollow rubbers, sheet steel ends and sides, practically hollow all over and weighing as little as last year's rat-traps, easy to catch and springy to the foot—a decided move forward.

How to run a race meet: Don't appropriate a cent toward entertaining the visitors; they come to meet you and your visitors, to have a howling time, get tired out, and to keep latehours both ends of the day. They will take care of themselves far better than you can care for them. Although it will not be out of place for you to appoint a committee to take what money you are willing to lose at poker up to the room where they most do congregate some night early, say 3 a. m., and slide it under the door. Don't bother to stay and play it, they will get it in the end any way. It will save so much of your time and theirs to just push it under the door.

Always buy your prizes of the racing men; just let them know you are in the market to buy some diamonds, watches, bicycles, etc., for cash, and you will be surprised to see how cheap last year's goods are. Bargains, I assure you. They don't object in the least to winning them a second time, if sold for spot cash. In fact, evince a desire to have them race a return date on the same track, and they will fall over each other in their desire to be the first to offer their job lot of rewon prizes to you for the events.

If your track is so slippery from rain that the men can only get around the turns at a snail's pace, run your races just the same. What if your local skates, mounted on heavy roadsters with big tires, can skin the corners at full speed, while your visitors on fair, one and a quarter inch racing tires can't keep even a straight line. Won't your audience go wild if your local kate, from 999 yards, beats Zimmerman, Bliss, or Johnson, from scratch?

Sure! That's what they came for, to see how much smarter "our Charlie" is than these much-lauded visitors.

Next season will see a new lot of "veteran" bars issued; in two or three years these will get chestnutty. Why doesn't the L. A. W. design and issue (\$2.50) a "Founders' bar" for those who were delegates at the first Newport meet? That would be a distinction worth having and would grow more valuable with age.

In picking your board of officers never pay any attention to their qualifications for the several offices. If a man could exert pull enough to be elected chief consul, doesn't that qualify him as referee? Cert! If another is a popular traveler, can't he run a split-second fly-back minute-indicator stop-watch? Cert again. Then it is so entertaining to have these thoroughly versed timers forget to stop their watches in their intense watching a close finish, especially in a "fastest heat."

Put your prizes on exhibition in some window that will surely be hermetically sealed directly after the races. Then when the "lucky" man who wins and who must catch an early train home, or pay a big hotel bill that night, asks for his stuff, you can tell him, with your sweetest smile, that the prizes will be delivered about ten hours after he leaves. "So sorry, ship 'em to you, old man? Of course. What address?" Always promise to ship any and everything, but never mind about it afterward. Are not the races over? The fellow worked hard for what he got, and paid his fees promptly, but don't sweat yourself; the meet is over, why should you worry to get him his prize.

Never value a \$35 watch or a \$15 diamond at less than \$75. Comparisons are odious, you know, and after the glorious example set you by our national board of management at the Chicago meet, it would be exceedingly bad form to price things at their normal value.

Always have ample accommodations for your contestants. Supply, say, one cot for every five men; let all the local dubs scoop the best places, and all the cots. Then when your visitors who will do nine-tenths of the racing, arrive, let them take what is left. They are used to it.

"HAROLD A. MOORE."

The Thorne Family.

James Thorne, one of the Thorne family of racing men so prominent in this city a few years ago, is now at the Midwinter Fair in charge of the exhibit of the firm of Montgomery Ward & Co. Jim was one of the most prominent men on the path in the western part of this country and had he continued his career he would have been among the best men in the country today. Charlie Thorne, another of the brothers, is now a very sick man. R. J. Thorne is in school and is seldom seen on the wheel. W. C. Thorne, the eldest, former king of western safety riders, is so busy with the cares of managing the great merchandise store of M. Ward & Co. that he seldom rides. George A. Thorne, the sunny-haired youth who always seems to take life as one huge joke, is gradually losing his interest in the sport.

'Cutting!'

Yankee—(Who sees an English "crack" for the first time)—"You were riding at a big pace just now!"

Cyclist—"Yes. Were you afraid I should break my neck?"

Yankee—"Afraid? No! I was just reckonin' how long it would be before you rode off your paltry little island."—Cycling.



Where Some of Our Cracks Go Pot-hunting in Winter.

A Suggestion For the Ladies.

The Wheeling Season is at hand, and as Ladies usually require some time for preparation, we venture to remind the wheelwomen of the country that we have had specially designed by Redfern, an outing costume for their benefit. We call it the "Columbia Bicycle Habit," and in order to bring it within the reach of all, we offer a Butterick Pattern of this habit to anyone who will remit to us 20 cents to cover actual cost. We have these Patterns for misses in sizes from 28 to 33 inches, and for ladies from 28 to 46 inches bust measure.

Address, Ladies Department...

Have you sent for that beautiful Columbia Catalogue yet? We mail it for two 2-cent stamps or our agents furnish it free.

Pope Mfg. Co.,

221 COLUMBUS AVE.

MENTION THE BEARINGS

Hickory
TRADE MARK

Hickory
TRADE MARK

A Prominent Dealer
Writes as Follows:

Akron, Ohio, February 9, 1894.

HICKORY WHEEL CO.,
South Framingham, Mass.

GENTLEMEN: We beg to say that we have never, in all our experience as riders and dealers, seen so very marked improvement in a wheel, which was before one of the best, as you have made in the '94 HICKORY.

The samples we have here are attracting the attention they deserve, and we feel that with an early spring, and a continuance in the improvement of business, we will more than double our last year's Hickory business.

Yours truly, THE RANNEY CYCLE CO.

These Machines are made by

Hickory Wheel Co.,

South Framingham, Mass.

Hickory
TRADE MARK

Hickory
TRADE MARK

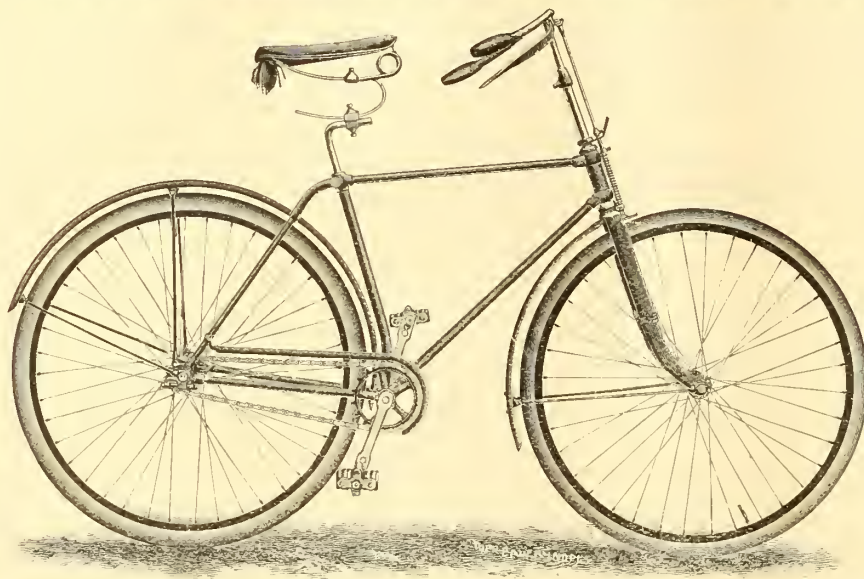
MENTION THE BEARINGS

The Hartford Safeties for 1894

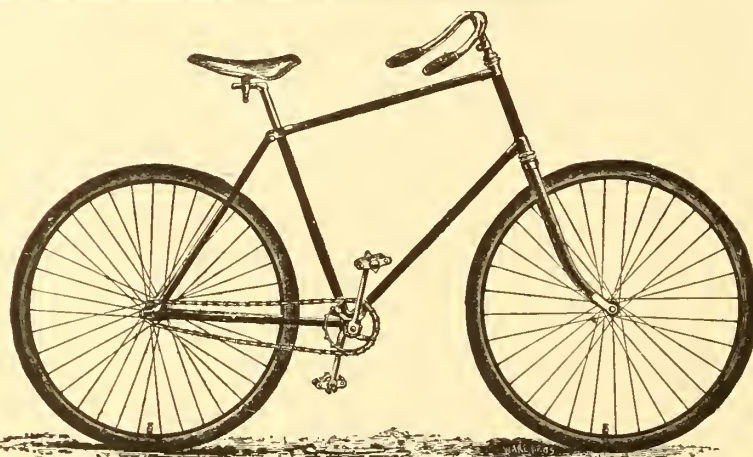
Have you heard about the prices?
Have you seen the bicycles?
You can buy them cheap;
Just as cheap as your neighbor
And no cheaper—they are one price.
Before you decide, send for
One of our New Catalogues.

THE HARTFORD CYCLE CO.
HARTFORD, CONN.

MENTION THE BEARINGS

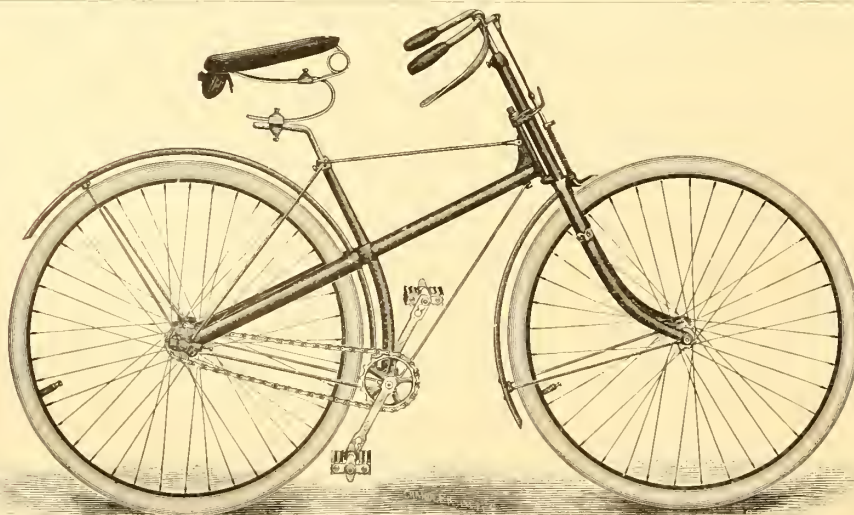


THE PROGRESS.



ARROW SCORCHER.

Weight, with Road Tires, 29 to 30 pounds.



HUSTLER.

And

6,500

Now is

F

Mention The Bearings.

ther Smash!

DOWN THEY COME from \$90.00 to \$50.00 and
from \$50.00 to \$30.00.

Pneumatic Tired Bicycles

At prices below the manufacturers' shop cost.

e Time to Buy

Bargains are rarely ever picked up in their season, but here you have them, all
bright, fresh, new goods carefully packed, ready for immediate shipment.
Eleven different patterns at ruinous prices. Liberal discounts to dealers. Cata-
logue and full information free.

PROGRESS MFG. CO.

INDIANAPOLIS, IND.

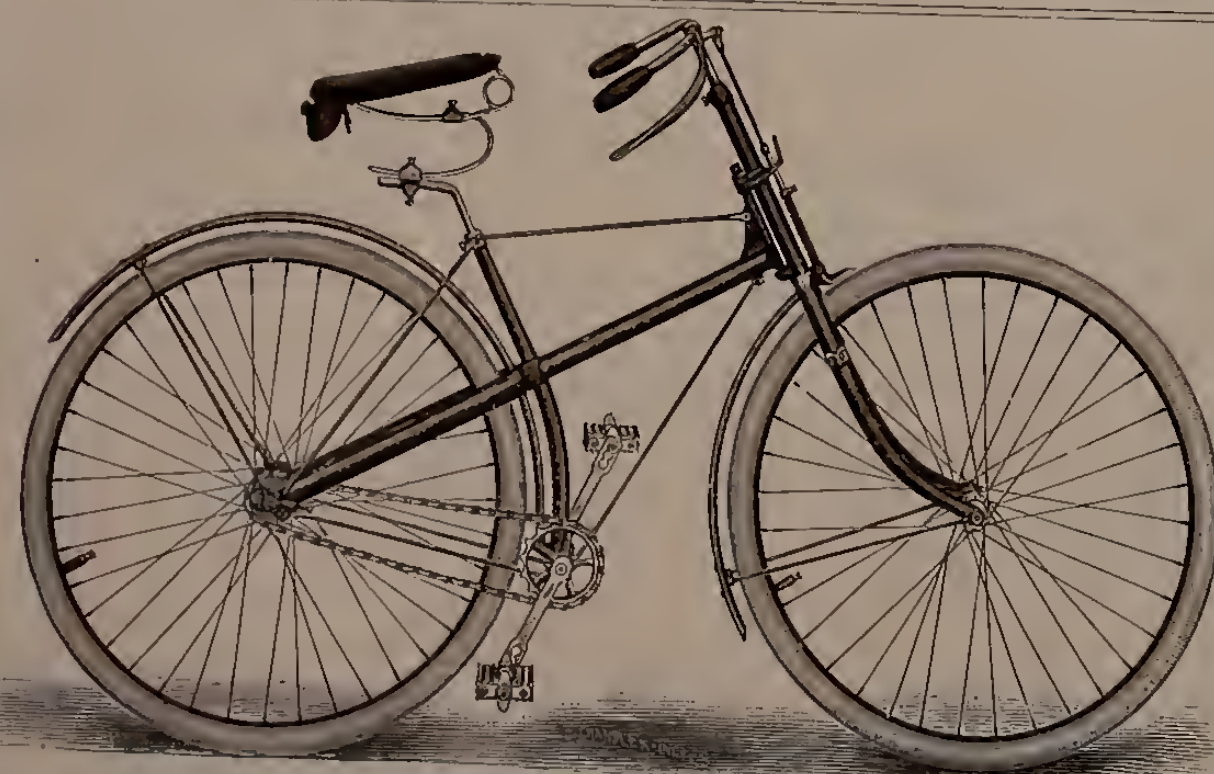


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PROGRESS MFG. CO.

INDIANAPOLIS, IND.

Mention The Bearings.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MARCH 16, 1894.

No. 5.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY:

142-148 W. Washington St., Chicago.

General Representative, R. C. LENNIE.

Representatives: S. A. Campbell, C. E. Graham,
J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

COPYRIGHTED, 1894, BY FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

THE FESTIVE TRADE PUFF.

So-called trade notes? We will reply to—

The practice of some people connected with the cycle trade to load down cycling journals with a lot of self-made free advertising puffs which are labelled "trade notes," is getting mighty, mighty STALE. We ask, does the majority of this stuff interest the readers of cycling journals?

Haven't they a right to demand, as subscribers, a cessation of this greatly on the increase imposition? Do the cycling papers want such rot in their columns? Can they keep it out without gaining the enmity of these blood-sucking imposters? When a company gives an advertisement for so much space have they any right to expect that the publishers shall put in their valuable reading columns these self-made free advertising puffs? We say naught against items of news, but items of news from these blood suckers come few—very few—and far between. If they—the blood suckers—think they are of such great (?) interest to the public why don't they hire enough space and print their own puffs—like we do. We, thanks to our prosperity, have other things to attend to than to impose on cycling journals to such an extent that we rush in a lot of rubbish about like the following:

"J. One Lung, E. E. M. P., of Hong Kong, Shang Hai, bought a Tramp wheel which he considers the best machine on the market."

Also about how many postal cards we receive every thirteen minutes, or about

the eleven or nine men we had riding the nineteen-pound Fowler wheels off the top of our six-story building during the dull season just to discover "weak spots." This is news, is it?

Well, then, a suggestion: It costs the cycling journals something for "experienced blue pencilers," the space has its value, it costs no more to set up good legitimate news or articles than this sort of rot. Why not take the cost of the time expended by the knight of the blue pencil and space used, and give readers special articles by mechanics on such subjects as "Steel used in bearings," "How bearings are made," "The art of enameling," "How nickel-plating is done." If not this, give mechanical illustrations. Surely either would interest all more than these so styled trade notes. Don't you think so?

price for reading notices? Don't you see by this means the artists of papers could give us illustrations of the said J. One Lung, E. E. M. P., on his Tramp wheel; also give a full detail cut of the special P. O. delivery wagon that hauls the postal cards, and the startling reproduction of the "weak spot" finders making their awe-inspiring jump from the aforesaid six-story building. A large majority of the readers of this article will, we believe, indorse the stand we take in this matter.

Much about the whys and wherefores could be said, but more anon.

A "FOWLER" TRICYCLIST.

Last summer Amos G. Moore, holder of the double century record over the Elgin-Aurora course, converted his



If neither of the above suggestions find favor, how would it do to have a page entitled

"FREE ADS,"

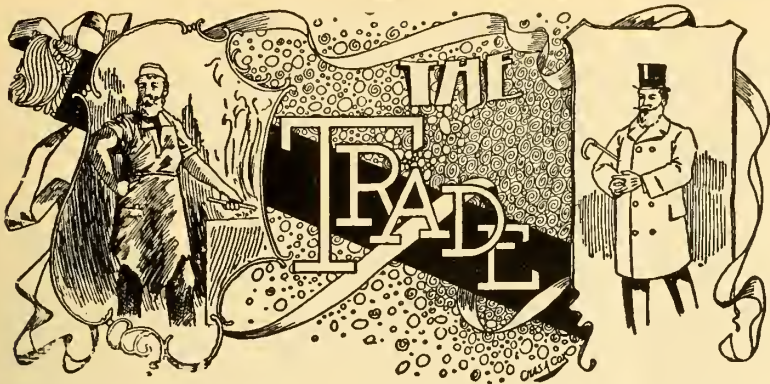
which would be at the service of these people with "trade-note" tendencies.

Still another page entitled

"TRADE NOTES--WHICH ARE PAID FOR;" under this head notes at half the usual

Fowler into a tricycle by a simple arrangement. This wheel he rode over some very tough country roads, and was well pleased with the way the machine run. He thinks that there is a great future for the tricycle, and will go for American tricycle records this year on a Fowler trike.

Get the Fowler '94 Catalog.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

Bearings Publishing Co.:

We are very well pleased with the results from our advertisements in your paper. Replies from same far exceeded others.

McKee & Harrington.

OVERMAN-SPALDING WAR.

Spalding Claims that the Victor People Refuse to Answer Letters—The Other Side of the Story.

The Overman Wheel Co. and A. G. Spalding & Bros. are at war in earnest, and where the matter will end is very doubtful from the present outlook. The latter firm are threatening to place upon the market a stock of nearly one thousand wheels at a price that would leave the bicycle business of this season in a far worse state in the matter of price-cutting than it was last year through the ruinous action of an eastern concern.

As the story runs the firm of A. G. Spalding & Bros., former agents for the Victor wheels, have a large stock of wheels on hand that was left after last season's hard times, and are willing to save the necks of a large number of the smaller manufacturers—and their own necks as regards the wheel they are now manufacturing—by selling the wheels left over back to the Overman company at a smaller figure than was paid, and to give long time for the payment for the same. It is reported that the Overman company have utterly refused to pay any attention to the letters that have been mailed to them by Spalding, and have, in addition, notified their agents that the firm of A. G. Spalding & Bros. have not, and will not have any '94 pattern wheels of the Victor type, and therefore

Can Not Sell Them as the Latest Victor Product;

and, it is alleged by interested parties, warning them to buy none of the wheels that are held by the Spalding firm. In other ways, it is also alleged, the Spalding firm have been hedged in so that they can not sell the immense number of wheels that are valued at \$100,000, and that Mr. Spalding and his partners have decided that this can not be, and will therefore place these wheels on the market if they have to sacrifice their own interests to the cause, and ruin the chances of the Victor wheel in the American market for the season of '94. It was rumored that the wheels would be placed on the market at a retail price of \$75, and sold at any cost.

The Spalding people say they wrote to the Overman company and did not receive an answer after a week of waiting, when they issued the following circular to the trade:

TO ALL VICTOR AGENTS.

GENTLEMEN: As you may know, we have on hand about one thousand 1893 Victor Bicycles, received from the factory late in the season, mostly in November and December last, and we are at a loss to know just how to dispose of them. Our relations with the Overman Wheel Co. having become somewhat strained, we find ourselves with this large stock on hand, and with the usual outlet cut off by the manufacturers. With the hope of making some mutually satisfactory arrangements with the manufacturers for the disposition of these wheels, we wrote the following letter to the Overman Wheel Co. early in February, which explains itself:

NEW YORK, Feb. 7, 1894.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

Gentlemen: The time is now approaching when we must decide upon some definite plan to dispose of the Victor bicycles that we have on hand, but before making this decision we thought it advisable to confer with you in regard to it.

Your selling Victor goods in the territory formerly controlled by us and the circular letters that you have sent to all of our customers, calculated to prejudice them against buying of us direct, is making it difficult for us to dispose of the goods in the usual way.

We have sent out circular letters to all of our old Victor agents, offering the goods at this year's list price, subject to the discounts we understand have been offered by you, but from the replies we are receiving, we fear that we are not going to be able to dispose of the quantity we have on hand in the usual way. Fearing the demoralizing effect the cutting in price of Victor bicycles will have, not only on the future of Victor goods, but the general trade as well, we hesitate about making a general cut in price, and before doing so we would like an expression or suggestion from you as to how we can best dispose of the stock we have on hand. Should you agree with us in the opinion that the Overman Wheel Co. are in better position than we are to work these goods off, we will be pleased to sell you our whole stock of Victor bicycles and extra parts at just what they cost us, and will, if required, make terms that will probably suit your convenience.

Hoping that you will give this matter the consideration it deserves, and that we may hear from you at an early date, we are

Yours respectfully,

A. G. SPALDING & BROS.

To this letter we have received no reply, which we construe to mean that the Overman Wheel Co. does not care to protect their own goods. It has been sug-

gested to us that possibly the Victor agents throughout the country might have a greater interest in protecting the price of these goods than the manufacturers appeared to have; therefore, we send this circular letter to all Victor agents whose addresses we can obtain, asking if they would care to make a proposition to purchase these wheels. If we can receive orders for a sufficient number to clean out our stock, and at prices that we can afford to sell them without material loss to ourselves, we shall be glad to dispose of the stock in this way, instead of selling them in the open market at cut prices that would be necessary to move them.

Awaiting your reply with full information as to how many you can use, and the price you are willing to pay for them on board cars in New York, Chicago, or Philadelphia, we are

Yours truly,

CHICAGO, March 12, 1894. A. G. SPALDING & BROS.

Manager Frank Fanning was seen in the cycle department of A. G. Spalding & Bros. at Chicago, on Tuesday, and was requested to state the position of the firm in the matter. He said that the circular which is given above gave all the information that was needed. But it did not, as was proven when Mr. Fanning told the following interesting little story to THE BEARINGS man:

The Overman Wheel Co. Had a Cinch Contract

with us which required us to take 40 per cent of their product every year, and we were forced to do this, too. Last spring both A. G. and J. W. Spalding went to A. H. Overman and asked him to limit the product for the season to conservative lines. This he refused to do, and said that the output of the season in the Victor factory would be at the least 25,000 wheels. The wheels came all summer, and among the lot was a number that were poorly finished. These we sent back to be put into the proper shape. This was done and the wheels came back to us late last fall and in the early winter all in good shape and as good as new. These are the wheels that we now have on hand without the means to dispose of unless we cut the prices. They are as good as new and should be good stock to the Overman company, but they have refused to answer our letter of February 7, and we had access only to writing the Victor agents to that effect and asking them to take the goods at the new list and at the discount which we received from the Overman Co. We got the laugh, and so we are sending the letter in the circular to the same agents to see what they will do on a more liberal basis. We do not want to put these wheels out where they will do the harm they would do if sold at \$75, but we can see no other way out of it unless the agents will help us out by selling the wheels at some figure. We did all in our power to dispose of the wheels by legitimate methods, but the Overman company would not have it, and I suppose thought they would make us hold the entire lot on our hands until they rotted and were no earthly good to anybody. Mr. Spalding does not do business in that way. If we put these on the retail market at the price mentioned it will hurt our own business as well, and, naturally, we want to place them in hands where the prices in the market will not be ruined."

C. R. Overman's Statement.

Mr. C. R. Overman was seen at the Chicago branch regarding the trouble and made a statement practically as follows: "The substance of any suit that we may have with the Spaldings grows out of their contract made with the Overman Wheel Co. in '91, by which they agreed, for a period of five years, to take 40 per cent of the production of the Overman Wheel Co. of Victor bicycles between January 1 and October 1 each year. In the same contract they agreed to pay 40 per cent of our cost of general advertising, in newspapers of national circulation (not including trade or class papers), their names as special agents being prominently mentioned in connection with advertising matter. In 1892 and 1893 the Spaldings failed and refused to take 40 per cent of our production between January and October and in the latter part of 1893 absolutely refused to go under the contract of 1891. They have failed to pay their full share of the advertising expenses of 1893 and the litigation which we have with them will be on account of their failure to perform the five-year contract made in September 1891, with our company. The contract in '91 explicitly provided that A. G. Spalding & Bros. in the handling of Victor wheels should conform to the rate, discount, conditions of sale, and list price at retail made by the Overman Wheel Co."

The Trade Association.

While A. Kennedy Child was in Chicago this week he reported that the organization of the trade association was well under way. The name selected is "The National Association of Cycle Manufacturers." The constitution and by-laws are in the hands of the association's lawyers, and will be ready in a short time.

Quadrant Company to Leave America.

It was learned on good authority this week that the Chicago branch of the Quadrant Cycle Co. was about to be closed. It is also rumored that the company intend to give up their American trade.

An agreement has been made by which, under their combined patents, Elliott Burris will be the exclusive manufacturer of Simplicity 47, and the American Dunlop Co. will continue making the Dunlop tires. Any infringements of either patents are to be vigorously prosecuted.

Sam T. White, of the Stover Bicycle Mfg. Co., was in Chicago last week, having just got back from a trip in Iowa. While he was away White placed over fifty agencies for the Phoenix. At one Iowa town he had a man weighing 300 pounds jump on the wheel to show how strong it was. This enterprising traveling man is now traveling in Minnesota.

SPRING DAYS IN NEW YORK.

NEW YORK, March 12.—The balmy days of spring that the poet sings of, are upon us. We haven't heard the poet sing yet this season, but that is because his voice has left him temporarily, owing to the hard winter. However, although the poet is quiet for the present, the manufacturers and dealers of New York City are not, and can be heard at any and all times singing praises to everything in general. The trade is a winner; good business is already here with the brightest possible prospects for a record-breaking year.

A. G. Spalding & Bros. are virtually occupying several stores for the present—the one at 15-17 Beekman street, together with the old one on Broadway, not to speak of the wholesale house on Broome street or the addition to their business on Nassau street. When the stores are all consolidated it will make the largest sporting goods house in the world. Peck & Snyder, who formerly occupied 126-128-130 Nassau street, will withdraw from the athletic goods business and will devote all their time and energy to their new factory at Newark, N. J. The rear of the Nassau street building joins that of the Beekman street store, making a most roomy and convenient place of business.

The New York Belting & Packing Co. claim to be slowly recovering from the effects of their unpleasantness about a year since. L. F. Stillwell has proved a thoroughly capable man in the handling of the tire department of the company and will undoubtedly have things running smoothly in a comparatively short time. Their tire is in great demand in all parts of the country.

The Bronson Supply Co.,

at 72 Beekman street, are sole agents for the United States of the Rudge Cycle Co., of Coventry, England. All their '94 models have arrived and are being shown. The complete line of Rudgets consists of twenty-four models, which of course includes tandems, triplets, and quadricycles. Of the total number the Bronson Supply Co. will carry seven only, the No. 1 light roadster, path racer, road racer and high flyer (the machine which created so much comment at the Stanley show), No 2 roadster, and road racer, and No 3 roadster. The latter wheel is the company's leader, a large number of them having already been placed throughout the United States.

Durant McLean is sole United States representative of the Roulette Cycle Co., with headquarters at 136 Liberty street. He carries a complete line of American models, five in number, there being fifteen styles made all told. The five leaders are certainly well built and trim looking. It seems strange that McLean does not introduce the wheel more extensively in this country.

John Moore & Co.,

at 57-59 Warren street, are recent additions to the cycle trade in this district. They are carriage and harness manufacturers, and have been prominently connected with that line of business for over thirty years. Their factory on Staten Island is one of the most thoroughly equipped in America. This is practically their first season in the bicycle business, and as yet they do not pretend to carry a big line of wheels, but judging from the enterprise and hustling makeup of the firm they will soon be well up in the front ranks of the trade. Moore & Co. handle the Smalley and Cleveland bicycles, and are offering special bargains in a few odds and ends.

The Keating Wheel Co.'s New York city branch is located at 142 Chambers street, and is in charge of James H. Robley, who also carries the Falcon. Both of these popular makes are rapidly gaining in public favor, a complete line of each being handled.

When the active riding season opens up the Roy Oiler Mfg. Co., 77 Warren street, will probably be

Submerged with Orders

for their handy little oiler. Of all simple, yet useful articles, surely the Roy oiler can not be excelled. It positively will not leak; each one of them is fitted with a pin which thoroughly cleans the oil hole of all mud, etc., before the oil is applied. It is impossible for them to get out of order, and every wheelman who has experienced the ill-fortune of having an oiler leak while carrying it in his pocket can appreciate the inducement and merits of this one. They sell at 25 cents each. The company is composed of Norman Barboni and A. F. Stone.

John H. Graham & Co., 113 Chambers street, in addition to lamps, luggage carriers, and bells, do a most extensive hardware business, being leaders in that line. From Mr. George Graham it was learned that the orders were way ahead of the stock on hand, and that it had become necessary to be continually hurrying the men at the factory to supply the demand. When asked to what he attributed this early rush of business, he said, "Well, we advertise in THE BEARINGS." The line of cycling sundries handled by this company is New Departure electric bells, Lucas lamps, King of the Roads and Kinglets, also the Acme luggage carrier.

E. F. Miller, the enterprising quick-witted manager of the Direct bicycle store at 40 Courtlandt street, is a hard man to catch in. His company manufactures the Direct. As the title implies, it "comes direct from factory to rider," it is strictly up to date and if it stands the actual test of time, bids fair to cause a good deal of uneasiness among the high-priced fraternity. The machine, which is a racy-looking wheel, is built for use as well as for looks. The Direct lists at \$90 and weighs twenty-six pounds, is fitted with N. Y. B. & P. Co. '94 whipped tires, and made throughout of the best material money can buy.

Chas. F. Guyon & Co.,

located at 97 Reade street, have until recently devoted their entire time to

the hardware business, but recently Mr. Guyon decided to strike boldly into it, which he did with the best of success. He handles the Monarch line, with his hardware business as a side issue. The seven models of the Monarch are artistically displayed to advantage, and are finding a ready sale. Mr. Guyon said he had absolutely no fault to find and was doing more business now than last year at the same time. W. G. Van Ness is in charge of the bicycle part of the business and is a thorough master of the art of selling wheels.

A. M. Sheffey & Co.

at 92 Reade street were too busy to talk. Business was on the jump and it seems as if the Wynnewoods, which this enterprising company handle, have jumped into popular favor to stay.

L. B. Whymper, manager for the Crawford Mfg. Co.'s New York store, left this city for Buffalo last Thursday. His trip is purely a business one. Mr. Whymper's assistant, I. D. Phillips, was seen and speaks very favorably of the prospects. A complete line of Crawford's is carried at the New York branch. Prices range from \$25 to \$85. Columbia Rubber Works Co. tires are fitted to all the Crawford wheels.

C. J. Iven, representing Rich & Sager, of Rochester, was in town last week on a business trip for the popular saddle manufacturers whom he represents. He is looking well, feeling better, and reports business good.

W. I. Grubb, president of the Light Cycle Co., of Pottstown Pa., spent a few days on business in Gotham recently. He claims that his wheels are meeting with much favorable comment by their neat, compact appearance of the wheel. Their leader is Model B Scorchers, price \$110, weighing twenty-eight pounds. Their Models C, D, and E sell at \$85, \$100, and \$75, respectively.

Chas. J. Godfrey, of 11 Warren street, does a general sporting goods business. His bicycle department is presided over by Wm. Camier, who talks bicycles and their construction in a most convincing manner. Mr. Godfrey is carrying three lines of wheels for '94: Lovell Diamond, the Eclipse, and the Sylph. Business is booming.

The special wheel that Schoverling, Daly & Gales are introducing this season bids fair to become a most popular addition to the already large list of low-priced, high-grade wheels. The bicycle, which they list at \$100, is strictly up to date, is fitted with wooden rims, Palmer tires, built on the same lines of the worlds renowned Beeston-Humber, and looks like a good serviceable machine. It weighs twenty-six pounds and is called the S. D. & G. Special. Aside from this bicycle the firm handle the Eagle, the Gales, Gotham, and the thoroughbred wheel—the Humber. Seven models of the latter pattern are carried, together with four models of the Eagle, two of the Gales, and five styles of juvenile bicycles ranging in price from \$18 upward. Aside from wheels this enterprising company handle absolutely everything in the way of sundries and accessories.

Cornwall & Jespersen,

dealers in general sporting goods, are also down-town agents for the Hartford wheels, of which they carry a complete line of models. Business is proving good with these people and in another year they may enlarge their quarters which are at present somewhat cramped for the business they are doing.

The Bridgeport Brass Co., of 19 Murray street, have received their first bicycle lantern of the Searchlight pattern. It is a beauty. In polished brass it weighs fifteen ounces. The wick is held firmly in position and will not work down from jarring of wheel. The lamp is thoroughly practical, simple in construction, and will prove a ready seller when the active riding season opens.

At the home of the American Ormonde Cycle Co., 10 Barclay street, E. J. Willis was seen. The store is located in the basement of the above number and is large and commodious enough to show to the best of advantage the entire line of '94 models which are indeed beauties as far as appearances are concerned. There are seven patterns carried by this firm, comprising the Ormonde, Clipper, Ferris, and Ferris Scorchers. The Ladies' Ormonde and Ladies' Ferris wheel and the Salvator light roadster. A thoroughly equipped repair shop is run in conjunction with the retail department.

Snell's Lamp Factory.

CLEVELAND, OHIO, March 13, 1894.—The Snell Cycle Fittings Co., of Toledo, have erected another large building which will be devoted exclusively to the manufacture of lamps. This will give employment to sixty more hands. Mr. Snell says he will turn out the finest lamp on the market.

Yost's Daily Output.

The Yost Mfg. Co. are at present turning out fifty machines a day. The orders are pouring in for this popular wheel, and a trip through the factory certainly convinced a BEARINGS man that the above assertion is true. Every available inch is put to use. J. L. Yost and W. F. Dewey are at present putting in about eighteen hours out of twenty-four to see that orders are promptly filled. The traveling men are doing a large business.

The Gendron Iron & Wheel Co. are having a large increase in their business over '93 and the business of January and February was larger by \$8,000 and \$10,000, respectively. This firm have a fine wheel and their tire is being very favorably received.

H. A. Lozier & Co. are doing an immense retail business and succeeded in disposing of sixty-eight wheels in their retail store at Toledo, last week. The colonel is delighted with this outlook and predicts a prosperous year.

ENGLISH TRADE NEWS.

LONDON, Feb. 23.—At length I have been afforded the opportunity of an extended trial of the Bantam front-driving safety, which is the latest production of the Crypto Cycle Co. The weather in which I made the trial could not well have been more against small wheels, and yet I found that the machine ran remarkably easy under these adverse conditions. The beautiful English climate gave me opportunities during the day of testing the running powers of the cycle on all sorts of roads from slushy mud to frozen ruts, and my opinion is that the Bantam is far and away the best front driver I have ever ridden. The particular machine on which I had my experience was a twenty-four inch with a twenty inch rear wheel and weighing complete but twenty pounds. The gearing was sixty-six inches and ran very smoothly. The steering is at first a little strange, but this entirely wears off in less than a mile. One noticeable feature is that the bumping and consequent saddle soreness which is so common on the usual type of front driver is totally absent on the Bantam. I attribute this to the fact that the rider is seated exactly between the wheels and is, therefore, in the best place to escape vibration. Of course the backward position of the saddle is a slight disadvantage when the machine is ascending steep hills and causes the wheel to skid, but although I put the machine at one or two of the steepest rises I could find, I do not think the slight drawback to this class of cycle alluded to will be very apparent, especially when the roads are fairly dry. Altogether I think that the Crypto company is to be congratulated on its latest production which will, I fancy, rapidly become popular in this country. A full roadster with brake and mudguards only weighs twenty-eight pounds and this is, in itself, no small consideration. It should, however, be understood that I look upon the Bantam as essentially a road machine, as I do not think it will be quite so speedy as the rear driver for path work or for sprinting.

Another phase of the ridiculous system of cutting prices, which is now so prevalent in this country, is raising the ire of the trade, and several of the larger manufacturers feel very strongly upon the point, notwithstanding that the matter more closely affects the chief agents. It seems that it is rapidly becoming the custom for small agents, who have little or no rent to pay, to systematically undersell those of a better class and really to

Dispose of Machines at Almost Cost Price.

When we see some agents quoting from 25 to 35 per cent off manufacturers' lists, we can easily perceive the evil which this sell-at-any-price method of business is bringing about. The fact is that the cycle trade is not what it was, and the reason is not to be found in a lack of demand, for there are more riders every year. The sole cause for the extended depression which many of the best firms complain of is the baneful cutting of prices. This has caused the English cycle trade to decline, and other countries will find the same result if cut-throat tactics are resorted to.

With regard to the export continental trade several firms report good business, and Mr. Bale, of the Coventry Machinists' Co., told me the other day that the foreign sale of Swifts was very brisk. By the way, the company's new tandem is getting on and will be ready for its trial trip in a few days.

Humber & Co. Are Doing Well,

more particularly at their Coventry works where a large quantity of machines is being made. The prospects for the coming season so far as they are concerned are very satisfactory.

Rudge & Co. are carrying out the idea, which originated some years ago and was made public in an article on cycle construction which appeared in the *C. T. C. Gazette*, of bellling the crank-axle gear wheel over the bearing so as to place the periphery between the ball races of the bracket and by thus equalizing the pull of the chain, avoid cross strain upon that important part. Rudge & Co.'s method is simply an exaggerated form of the arrangement they adopted on their safeties at the Stanley show. Of course a tricycle allows of the chain being, if necessary, quite central, and Messrs. Rudge have taken advantage of this fact to construct the crank-bracket of their first-grade three wheeler with the usual barrel employed on the safeties but with the chain fully three-quarters of an inch nearer the center than is possible on the latter machine. To do this the periphery of the gear wheel is attached to three stout arms which project inward from a plate keyed to the axle next to the crank. I have no hesitation in saying that this is

One of the Greatest Advances in Tricycle Construction

we have seen of late years, as it entirely obviates the cross strain upon the bracket. I should like to see it carried out on the safety, and in this case the bracket would have to be carried under the chain, since the latter can not be placed more centrally than at present by reason of the back wheel hub. The crank bracket barrel could, however, be made larger and the ball races be placed wider apart, which would give approximately the same result with but a very slight widening of the tread, the amount of the latter being governed entirely by the thickness of the plate carrying the arms of the gear wheel. Further, this plate could be done away with entirely and

the arms be carried on the crank itself, so that, if the tread were of the usual width, the ball races could be farther apart.

There is a brisk demand for puncture-proof bands just now and several very good ones are upon the market. Messrs. Inglefield & James, of Manchester, have an excellent skin device which is light, and at the same time extremely resilient, having little or no effect upon the speed of the tire. It is quite puncture-proof so far as nails, glass, and such things are concerned. I think the firm is to be congratulated upon a really good thing.

The G. & J. Tires

are evidently going to become popular and I hear that the business of the firm has been increasing by leaps and bounds. At the Stanley and National shows some twenty-five manufacturers exhibited machines fitted with G. & J. tires, and now nearly every house of any importance is selling them in quantities. The business done for the month of January last shows an increase, I am told, of over 400 per cent over that for the corresponding month of 1893, a state of things which must be highly satisfactory to the firm.

A cry is being raised in some quarters against what are called misleading advertisements, and there has been a considerable amount of wrangling going on between various firms, mostly tire companies, on the subject. It seems to me that but little good can result from these stating matches. Surely if a firm pays for space it has a right to use that space to the best advantage, so long as it does not state what is untrue or libelous. I think, with a great many others in this country, that this latest move of drawing particular attention to one's wares is, to say the least of it, very undignified.

WILL O' THE WISP.

Lozier's Side of the Case.

H. A. Lozier & Co. have forwarded the following letter to THE BEARINGS, which they received from their attorneys:

NEW YORK, March 7, 1894.

H. A. LOZIER, ESQ., Cleveland, Ohio.

Dear Sir: We have read the communication of Messrs. Dyrenforth & Dyrenforth, attorneys for Palmer Pneumatic Tire Co., dated February 21, 1894, to the editor of THE BEARINGS setting forth their opinion regarding the pending interference between Palmer and Huss, and published in the issue of THE BEARINGS of March 2, to which you have invited our attention. We understand a similar communication has been published in other cycling journals. We are surprised that Messrs. Dyrenforth & Dyrenforth should express the opinion set forth in the communication to which we have referred, because the facts known to them as well as to ourselves, do not support any such opinion. We are always adverse to using trade journals or newspapers of any kind for the purpose of discussing or arguing any matter involved in any pending litigation, but the communication of Messrs. Dyrenforth & Dyrenforth is of such a character as to justify you in replying to it so that the trade may not be misled, and so that the Palmer Pneumatic Tire Co. may not obtain an unfair commercial advantage of you. It is true that Palmer and Huss have each obtained several letters patent of the United States for inventions relating to pneumatic tires, but this fact does not justify the opinion that a decision in the pending interference in favor of Huss would not in any way affect Palmer's right to make his tire. On the contrary, if Huss should obtain an award of priority in this interference and a patent should be issued to him for the invention involved in the interference, then the Palmer tire could not thereafter be made, sold, or used without infringing the patent which would be thus obtained by Huss. We are clearly of the opinion that the invention involved in this interference is absolutely essential to the manufacture of the Palmer tire, and consequently is of vital importance to Palmer, but if the decision in the interference should be in favor of Palmer, you would be in no way affected by it so far as the manufacture, sale, and use of the Cleveland tire is concerned. We do not think it necessary at this time to say anything further regarding the controversy between Palmer and Huss. What we have stated herein is sufficient for the purpose of assuring you that the opinion expressed in the above-mentioned communication of Messrs. Dyrenforth & Dyrenforth is not justified or supported by the facts.

Yours very truly,
WM. A. REDDING.
WM. A. SKINKLE.

More Orders Than Wheels.

BALTIMORE, MD., March 12.—All the dealers here are reporting orders far in excess of wheels. Just the same, they are all hustling to keep in the hunt. Dealers have increased rapidly here recently until now their number is legion, and they all seem to prosper.

Will Cline, for years associated here with his brother, A. L. Cline, as Cline Bros., Victor agents, has taken charge of the firm's Washington branch which they recently bought from Charles Overman, of the Overman Wheel Co.

E. D. Loane, Jr., who recently came here to sell Spalding goods, including wheels specially, has opened one of the finest stores in the city, on Baltimore street near Hanover, on the site occupied formerly by the Tillinghast Rubber Co. Secretary-Treasurer W. J. Unverzagt, of the Maryland division, has gone in with him. They are ready cutting a wide swath in the local sport.

A carload of wheels went out of the Sterling Cycle Works the past week to the Boston agents, W. E. Sanborn & Co. This cleans up all the remaining stock from the last and former years.

Ribble & Fisher's Pneumatic-Tired Buggy.

Pneumatic-tired buggies are gradually coming into use, and every day we hear of some firm making them. The latest in the field is Ribble & Fisher, of 77 North Pennsylvania avenue, Indianapolis. The members of the firm recently drove through the streets of Indianapolis and created a small sensation. An Indianapolis paper describes their rig as follows: "The wheels are low and fashioned after the style of the safety bicycle, measuring twenty-eight-inches in diameter in front, and thirty-inches in the rear. The wheels are supplied with the pneumatic tire, and equipped with ball-bearing hubs. The box of the turnout is built on the buckboard plan,



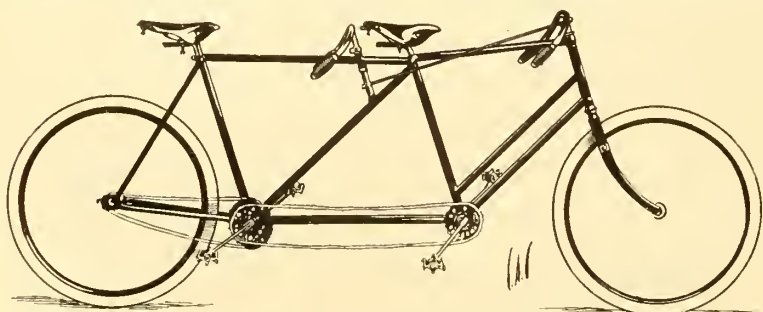
of light material, and with the gearing weighs but 120 pounds complete. The tire and wheels are so constructed that they can be readily adjusted to any style of buggy or wagon by an appliance which the manufacturers believe will become popular with those fond of light and easy driving. It is claimed for the new vehicle that in driving over the roughest thoroughfare not the slightest jolt or jar is experienced by the occupants of the seat. The vehicle was built by Messrs. Ribble & Fisher simply as an experiment, but so successful is the result of their efforts that they propose to secure at once a patent on the ball-bearing hub, which is their own invention."

Prof. Thurston Named.

At last it looks as if that much talked of test between the St. Louis Refrigerator & Wooden Gutter Co. and E. C. Stearns & Co. would be pulled off. The selection of fifth judge has hung fire for a long time. Now the Stearns people announce that sooner than delay the test any longer they will allow one of the gentlemen named by the Lu-mi-num people to act as judge and have selected R. H. Thurston, professor of mechanical engineering at Cornell University, Ithaca, N. Y.

A Home-Made Tandem.

This is a curiosity in the tandem line. It is the property of Chief Consul W. C. Harris, Jr., of Birmingham, Ala., and was designed by E. A. Loosely, head of the manufacturing department of the Birmingham Arms Co., of that city. This tandem was made from a '93 Victor flyer, with the addition of very little material. All of the original wheel was used in the building except the rear frame tubes, which, in the tandem, were made heavier. A glance at the picture will show clearly where the old wheel was used and the new parts added. Special forgings were made for the front seat post



and rear crank hangers to accommodate the two large parallel tubes. These form the center square, while the front and center braces are lap brazed. Extra Victor sprockets, cranks, and crank shafts were used to complete the equipment and no extra fittings were used except those mentioned. The gears are readily interchangeable and admit of any desired gear being used. The weight all on is but forty-six pounds. The wheel, it is claimed, has a springiness from the extra long wheel base that can be acquired in no other way. Light parallel rods that lie close to the frame form the steering apparatus. A neat and novel ball-bearing handle-bar is used at the back.

Business Changes in the Trade.

ELDORADO, KAN.—R. L. Davis, bicycles; chattel mortgage, \$114.
GRAHAM, MO.—James Valandingham, hardware and bicycles; sold out.

SUMMITTSVILLE, IND.—A. J. Brimhall, hardware and bicycles; succeeded by Brimhall & Crowell.

CORRECTIONVILLE, IOWA.—Page & Blair, hardware and bicycles; Blair & Blackman succeed.

ELDON, IOWA.—Van Steinbergh & Dalton, hardware and bicycles; chattel mortgage, \$775.

HUMBOLDT, IOWA.—Penn & Martin, hardware and bicycles; chattel mortgage, \$300.

EAST TAWAS, MICH.—Richards Bros., hardware and bicycles; loss by fire, \$12,000; insured, \$4,000.

TRACY, MINN.—A. B. Kluge & Co., hardware and bicycles; dissolved.

TOLEDO, OHIO.—John S. Meilink; purchased plant and stock Toledo Bicycle Co.

JAMESON, MO.—J. H. Gillepsie, hardware and bicycles; succeeded by Reed & Dunn.

ROODHOUSE, ILL.—W. E. Sullivan, bicycles; store recently burned; to be rebuilt.

ALBUQUERQUE, NEW MEXICO.—Mandel Bros., hardware; will add bicycles, handling the Sterling.

THOMASVILLE, GA.—B. D. Fudge, bicycles; to open new store, or rather to add bicycles to hardware business.

LYONS, NEB.—C. F. Beck, hardware and bicycles; sold out.

NEW YORK.—The Wilson-Myers Co., bicycles; to open business at 6 Warren street.

SELMA, ALA.—Selma Arms Co.; will add bicycles.

SANDY HILLS, N. Y.—Parks & Mosher, hardware and bicycles; dissolved.

BLOOMSBURG, PA.—J. W. Mann & Co., sporting goods and bicycles; succeeded by J. W. Mann.

ATLANTA, GA.—Lowrie Hardware Co., hardware and bicycles; moved into new store.

WOODBURN, ORE.—L. Prevost & Son, hardware and bicycles; bill of sale, \$1,200.

INDIANAPOLIS, IND.—Central Cycle Mfg. Co.; announce intention of confining sales to retailers in restricted territories.

DUQUESNE, PA.—John Lutz, hardware and bicycles; execution, \$3,005.

WESTBORO, MASS.—Beacon Cycle Co.; plant purchased by E. and H. Dinsmore, who will operate.

ATLANTA, GA.—Fitton-Thompson Hardware Co., hardware and bicycles; incorporated, capital stock \$25,000, John A. Fitton and others, incorporators.

WACO, TEXAS.—W. A. Parker, bicycles; sold interest in business to Charles H. Thacker.

LEWISTON, ME.—Maine Bicycle Co. incorporated; capital stock \$10,000; W. H. Judkin, president, W. W. Clark, vice-president.

DALLAS, TEX.—Dallas Cycle Co.; Covey Bros. purchased interest. New firm will be known as Covey Bros. Cycle Co.

KANSAS CITY, MO.—J. H. Brunner Hardware Co.; will add bicycles.

PROVIDENCE, R. I.—Williams & Munroe, bicycles; retail store opened.

MILWAUKEE, WIS.—The G. C. Cribb Co., agricultural implements and bicycles; company reorganized.

BELTON, TEXAS.—Peyton & Co., hardware and bicycles; Charles B. Smith succeeds to interest of A. W. Wilkerson, with no change in the name of the firm.

ROXBORO, N. C.—Lucan & Long, wholesale and retail hardware; will add bicycles.

GREENVILLE, TEXAS.—Armistead, Cooper & Ende, hardware and bicycles; Cooper retires. New firm name Armistead & Ende.

WEST POINT, TEXAS.—Shelbourne, Andrews & Co.; hardware and bicycles; succeeded by Shelbourne & McCullom.

BALTIMORE, MD.—Joe Weisenfeld, bicycles; reported to be contemplating the opening of a branch house at Washington, D. C.

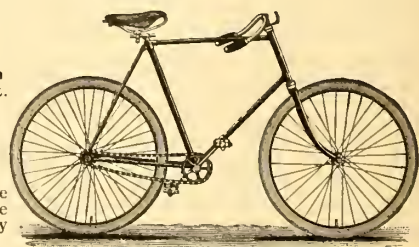
ASHEVILLE, N. C.—W. D. Gasch & Co., bicycles; succeeded by Edison Type-Writer & Phonograph Co. Will manufacture bicycles.

WE SELL

Only One Agent in a Town
Make Prices and Terms Right.

Sylph, Overland, Western Wheel
Works Cycles are our Leaders

... while in Special Bargain machines we name prices that will astonish you—some 50 patterns in all to select from, and every one desirable.



Ours is a Money-making Line for Agents

and is complete in every detail. You want it—can't afford to be without it. Costs you practically nothing to investigate—will be an "eye-opener" for you. To agents in Illinois, Iowa, Missouri, Kansas, Nebraska, Wyoming, Colorado, and Oklahoma, we offer the invincible '94 Western Wheel Works Cycles. Catalogue free. Agents wanted.

ROUSE, HAZARD & CO.

Manufacturers; Oldest and Largest
Jobbers in the United States

142 G Street, PEORIA, ILL.
Mention The Bearings



Retailers Remember

Remarkable
Raleigh
Results

R ALEIGH
IDERS
EGULARLY
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R ALEIGH
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IVALS.

R ALEIGH
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EPAIRS.

Raleigh Cycle Co.

289 Wabash Ave.

CHICAGO

2081-2083 Seventh Ave.

NEW YORK

ZIMMERMAN ON TRAINING, 50c.

Mention The Bearings.

A Neat and Novel Home Trainer.

A really first-class home trainer is one of those long felt wants we read so much about. There have been many attempts to produce one that would fill the bill, but so far all the efforts have not been what you might call really successful. One of the best home trainers we have yet seen is the production of Amos G. Moore, a young Chicagoan, who has a home trainer



that for simplicity and cheapness is hard to beat. The trainer is made of wood, and closely resembles a bicycle stand. Two steps which fit in little notches on top of the stand, are fastened to a bicycle. The rear wheel rests against a ball-bearing roller which is fastened to two long arms reaching from the stand. A strong spring furnishes the resisting power, and when the rider mounts the wheel he finds the same motion as when riding out of doors. Moore is fitting up a simple cyclometer which will show the distance

ridden, and also ring a bell every quarter of an mile. The home trainer without the cyclometer, will list at \$3.50. For \$2 extra the cyclometer will be added. The trainer will be found very useful in bicycle stores, as it will serve as a stand and allow the dealer to have a customer try a wheel without having to take him to a riding school. Arthur Bronson is interested with Mr. Moore in the home trainer, and Hibbard, Spencer, Bartlett & Co., in whose employ these young men are, will back them up in their new enterprise. Messrs. Moore and Bronson will form the Chicago Home Trainer Co., with offices at 1235 Jackson Street, Chicago.

Trade at the Hub.

BOSTON, MASS., March 12.—The Boston trade is looking exceedingly bright despite the hard times. The dealers, with few exceptions, say that they are looking forward to a big year. Treasurer Pope, of the Pope company, says: "We look for a good season. We believe that we have a better machine in the market than ever before and the effect of reducing the price of the standard machine to \$125 will stimulate trade. The bicycle business was disturbed last season in some directions by the necessity that various makers found of reducing their prices to a proper level. The breaking of prices affected us little in any way. However, as a result of improved facilities and methods of manufacture as well as increased output, we are able to present this year an exceptional line of improved machines at the lower prices which have been called for. The season has already begun and there is no reason why business will not constantly increase."

The Lovell Arms Company, who make the Lovell Diamond wheels, have a seven-story building on Broad street where they are doing a big business. Their prices are not lowered from last year, as they have always placed wheels on the market at a lower price than the other makers. They expect to sell 10,000 wheels this year. Some of the new points about this year's models are the higher frame, dust-proof ball bearings, detachable front and rear sprockets, improved wheel base, handle-bars, pedals, and saddles.

Mr. C. C. Morgan has just come to Boston to take charge of the Overman branch here and says that he has just been traveling all over the country east of the Mississippi and that he finds business everywhere to be in a very healthy and encouraging condition.

William Read & Sons say that trade with them is very satisfactory and that they think it will be an excellent season.

The Union Company are also well pleased with the outlook. Trade has picked up and the future looks bright, indeed.

The Sterling Cycle Works is turning out fifteen wheels a day. Over 200 machines were shipped the past week.

6833 Applications received by us up to date for

"TRIANGLE" CATALOGUES

We have

3167 Left, and want YOU to write for one of them.

THE PEERLESS MFG. CO.

CLEVELAND, O.

MENTION THE BEARINGS.

A POPULAR TOAST.....

Here is to the Cyclone, more perfect than all,
Without levers or lumps, great or small.
It never originated in a German brain,
As its principle was worked out before he came.



...LOW PRICES...

AND

**BEST MECHANICAL AND CEMENTED TIRES
ON EARTH.**



Our prices are astonishingly low considering quality.

Save money by sending for them

TO THE MANUFACTURERS OF



**CYCLONE,
REX, ...AND...
CLIMAX.**



EASTERN RUBBER MFG. CO.

TRENTON, N. J.

PICKED UP AT CHICAGO FACTORIES.

Manager Owsley, of the St. Nicholas Mfg. Co., is in the city of Mexico on a trip for his health.

Manager Whitcomb, of the Ashland Cycle Co., is sure of a good business for the coming year with the Rambler, Derby, Premier, and Featherstone lines for the season.

The Western Wheel Works is employing 1,200 men and working 12½ hours per day. The concern will turn out 40,000 wheels the coming season. The output is 200 wheels a day.

The Sterling Cycle Works made a racing fork the past week which stood a test of 1,200 pounds. The fork is one piece of tubing flattened. Around this the head tubing is brazed.

The Warman-Schub Cycle House are working a force of fifty men at the present time, and a lot of fine large orders were received the past week, one for 1,000 wheels from St. Louis.

Six acres of ground would be required to place the Western Wheel Works all on the ground floor. And yet the space is not large enough and will be added to by almost as much space again in a few years.

The Sterner Cycle Co. has greatly added to the beauty of its store with the aid of wallpaper and paint. The company now has the Remington, Warwick, Lovell, and the Western Wheel Works line for the West Side.

The Kenwood Mfg. Co. has a decided improvement in the tire and valve. They are much encouraged with the way in which the business is now coming in, and think it possible the season's output of Kenwood wheels may be as large as 2,000 machines.

The Kenwood Mfg. Co. will handle the Kenwood line locally from the factory probably. A small down-town store may be obtained, and a man popular in the clubs placed in charge. The Kenwood Mfg. Co. is behind in orders, and working a full force of over 100 hands.

The Western Wheel Works will shortly add a story to the entire factory to keep in pace with the vast increase of the business. Other improvements will be made shortly, the old factory going down to be replaced with a building higher than any of the others and facing on Wells street.

The St. Nicholas Mfg. Co. are running a half force only at the present time, as the full force was kept going all the past winter and a good stock was provided ahead. The entire output of the factory is taken by Hibbard, Spencer, Bartlett & Co., of this city, who report good business.

The Thiele Special is a wheel made by the old repair man, John Thiele, and is a light running wheel of 24 1-2 pounds weight. Mr. Thiele is also

making the saddle named after him which was so popular in the old days of the ordinary. This has been adapted to the safety type of machine. His orders for wheel and saddle are numerous.

John Mason is manufacturing a wheel to list and sell at \$85, weighing twenty-four and one-half pounds, and fitted with wood rims and Palmer tires. This wheel will be sold only at retail, and is made to compete with the Western Wheel Works Scorchers, which is handled on the West Side Cycle Row by the Sterner Cycle Co. Mason will under no conditions sell his wheel to the trade.

Ralph Temple has come out of the late fire with flying colors and is in a position to do as large a business as he did in the past. His jobbing business this year is larger than ever, the amount being in excess of all that was done in '93. He is handling the Halladay-Temple Scorchers, the Royal Limited, and a special line made for him, the Temple Special, a light wheel on improved lines.

The March-Davis Cycle Co. is heard of but seldom. The factory can turn out but 500 wheels in a season and these are sold to a number of large jobbers in the western country where they are being marketed. The wheel is on the same lines as that of '93, with a number of improvements in strengthening parts. The front forks are now so strengthened that they can not break under any ordinary strain.

The Dodson Mfg. Co. turns out the wood rims of its line in a factory that has been in the wood-turning business for the past eighteen years. The machinery is all the latest pattern, and the workmanship of the finest. Every rim is treated to several coats of water-proofing marine varnish. The rims are turned from the inside and not the outside, as the company claims that this weakens them.

Mason & Mason have the largest and most complete line of new and second-hand wheels on the West Side. Their line now includes the following well-known makes: Stearns, Columbia, Thistle, Gendron, Waverley, St. Nicholas, and Western Wheel Works small line. The Thistle agency is held for the city, and Mason & Mason are looking for good hardware men to handle the wheel in the other divisions of the city.

R. L. Coleman, of the Western Wheel Works' New York branch, was in the city last week looking after the factory. Louis Schoeninger is in Switzerland now. His health is improving rapidly. Mr. Adolph Schoeninger is in Germany also on a health-seeking trip. Mr. Schoeninger is not now interested in the Western Wheel Works, having retired to devote his time to the Home Rattan Works, the concern which has taken all the baby carriage and velocipede manufacturing interests of the Western Wheel Works. The Home Rattan Works is in the same block as the Western Wheel Works and the latter company is making the iron work for the Rattan people.

The office of the Western Wheel Works is adorned with large pictures of the men who sell the wheels turned out by the concern—Messrs. Cassady, Rouse, Gump, Hearsey, and others. This office is one of the prettiest in the city, but fails to give any indication as to the business that the company is doing. With only five firms handling the goods no office force is needed to speak of. Five times as many men are required in the New York branch of the concern as in the factory.

Frames of the Derby wheels are put into shape for the polishing, without the aid of filing. The company has had an air compressor rigged up. This throws a stream of sand with terrible force against the piece of material that is in need of filing, and cleans it as smooth as glass in about one-fifth the time that is taken to file the piece for the same results. In this way the material is improved too, for no acids of any kind are used to remove the grease that the enamel may hold successfully. One man does the work of five in this manner.

The Western Wheel Works will make but 5,000 of their Scorchers wheels the coming season. This is the wheel of twenty-four and one-half pounds weight, listing at \$90, with wood rims and Palmer tires. Large lots are being ordered, and Mr. Coleman is of the opinion that the output of that particular wheel will have to be 10,000 or more. Local agents are already behind in the orders for the wheel. It was not seen at the cycle shows, as the company had not settled on the tires.

A. Featherstone is now employing over 800 men, and is contemplating an enlargement of the factory to keep in touch with the business of wheel manufacture. He is turning out wheels by the carload, and as the force has been employed pretty steadily all winter, the wheels are going out now in good order. One day last week three carloads of machines left the factory all in one lot. And this is a daily occurrence. Over 25,000 wheels will be made this season, and 50,000 baby carriages.

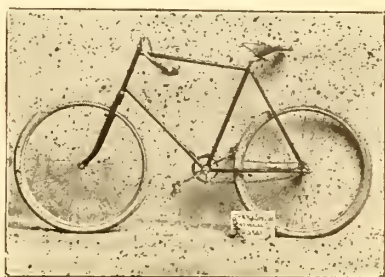
For some time the polishers in the factory of the Monarch Cycle Co. have been on a strike and the force which is now at work under police protection is non-union men. These polishers receive from \$2.15 to \$3.00 per day and the men who are out on a strike were receiving more than this amount. To a casual visitor to a bicycle factory it certainly does look as if \$10 per day would be poor pay for the work. The man who will stand in the dust of a polishing room for a year or more will be ready to die, and die he does as a general thing when he is very young. In the interests of common humanity something should be done to improve upon the present mode of doing this work.

..TAKE NOTICE..

We again offer the beautiful picture

"A FAIR SAMPLE"

Here is your chance boys. Send 5c. postage and we will mail you a handsome woman. 500 persons answered our advertisement last week to the credit of the different cycling journals.



When writing us please mention this paper.

Ralph Temple Cycle Works


158 22d Street, CHICAGO.

Buy your wheels direct from the manufacturer.

THE BEARINGS

Vol IX
No 8

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, MARCH 23, 1894.

POTTER'S NEAT TRICK.

He Makes a Flank Movement and Is \$1,200 Ahead in Consequence—How It Was Done.

NEW YORK, March 19.—Isaac B. Potter turned a trick last Thursday when he withdrew all the money from the bank which the "Good Roads" bureau had there, and credited the League with that much on account of its indebtedness to him. According to Potter, the expenses which *Good Roads* has been under since its birth have been about \$2,000 per month.

At times when the cash in the bank would become extra low, Mr. Potter would pay the League's debts with his own personal checks, and when the cancelled checks would be returned to him, he has simply laid them away until such time in the future when the L. A. W. could afford to pay them. In doing this, Mr. Potter acted as banker to the League. Mr. Potter's law practice formerly was the source of from \$7,000 to \$11,000 income per year, but when he took hold of *Good Roads*' business at a salary of \$5,000, he totally neglected his law business and devoted his entire time to the magazine. Therefore, when the proposition was made to him to go ahead with the editorship of the publication at \$2,500, no one can fail to see why Mr. Potter refused.

So now Potter will stand ready to serve the L. A. W. at any moment up to Nov. 15, when he claims his contract expires. In the meantime a lively lawsuit is being prepared by Potter to compel the League to pay him what he claims to be due him. Originally Potter claimed \$2,500, but by a clever turn Thursday last he cut it down to about \$1,200. There was \$601 to the account of the L. A. W. in the Seventh National Bank, and \$600 cash in the *Good Roads* office, so the cash on hand was deposited in the bank, swelling the L. A. W. account to \$1,201. To offset this

Potter Has Been Holding Back All Checks

which he has personally paid League debts with, all of which checks have been countersigned by G. Carlton Brown, secretary of the last year's Executive Committee. In order to keep the credit of the L. A. W. at par Mr. Potter has in the past refrained from cashing his own checks with the League's money. But when the present Executive Committee decided that they did not owe Potter any money, he simply showed them the countersigned checks which were as yet not honored by the League but which had been cashed with Potter's money. So on Thursday last after all the cash on hand had been deposited in the bank and the total amount made \$1,201, Mr. Potter took \$1,200 worth of these aforesaid checks and cashed them, notwithstanding that some of them were over one year old. There is still due Potter from the League, about \$1,200 or \$1,500, which will be the amount that he will sue for. He has given the L. A. W. credit for the \$1,200 which he so unexpectedly drew out of the bank and at the present writing the *Good Roads* Improvement Bureau has a bank account of about 87 cents.

Potter Has Only Received 100 L. A. W. Subscriptions

to the magazine since the declaration was made at Louisville to charge L. A. W. members an additional price for it. This default is charged to G. A. Perkins by the ex-editor of the monthly. Potter says, the reputation of *Good Roads* has actually been injured by Mr. Perkins' thoughtless prattle to the extent of \$10,000. Nearly all of the advertising contracts have been revoked, Potter says, and those who have not withdrawn, refuse to renew their advertisements on account of the scandal caused by Mr. Perkins.

Meanwhile the Boston office of *Good Roads* will be located at 12 Pearl street, third floor.

Mr. Potter takes especial delight in reciting the fact that during 1893 the *Bi. World* abused *Good Roads* up-hill and down as an advertising medium, but now that they have been given the advertising as well as the publishing of the magazine, they are singing a different song. Harry Crowther was in town last week hustling for advertisements, but would not say how he found things. Sterling Elliott worked hard all day Saturday superintending the moving of *Good Roads* effects and furniture.

In answer to the question, "how can you afford to work for a salary of \$2,000 per year?" he said: "Oh, I will have other sources of income besides my salary." Mr. Elliott will not give up his interest in the manufacture of the Hickory. His duties with that concern as secretary, paid him \$2,000 per

year. He admits that his motive in coming to New York on the Sunday of the Executive Committee's last session was to try and arrange with the committee to revoke the contract made with the Bearings Publishing Company and appoint him editor of the *Bulletin*, which he advised the L. A. W. to publish and superintend together, itself. When he learned that was impossible, since the contract had been signed by The Bearings Publishing Co., he put in a bid for *Good Roads* editorship. He was offered \$2,000, which he accepted, for the simple reason that he says he believes he can straighten out all tangles and place the magazine on a sound financial basis.

LATE SOUTHERN NEWS.

LOUISVILLE, KY., March 18.—S. A. Adams, chief consul of Florida, says, in regard to the effect of the color-line amendment, that it will have a good effect in the south generally, and in his state, too. He thinks that it was not such a question there as in other sections, but still it was an objection to many last year, and now that it has been settled, thinks it well taken. It will add many names to the L. A. W. in his state.

In line with a great many others the members in his state think the increase of dues is very unfortunate, but as yet can not form any definite conclusion as to its effect. As in every other section, the lower the dues the better for the League on general principles. A weekly paper is essential to the well-being of the organization. Taken as a whole, he considers the prospect in his state very good. When his letter was written he had not heard of the arrangements made for publishing the *Bulletin*, and since that question is settled, the only obstacle in Florida is removed.

The Lone Star state is in line with the movement to advance the League in the south, as the following letter will show: "Now that the color question, which has been so demoralizing to southern divisions, has been settled, we can look for a steady growth of the membership in Texas. We want to join hands and work together to build up the division, and by all means want 300 members by the time of the meet. There is no use in even thinking of the proposed southern league, as the south has received especial recognition at the hands of the Assembly in obtaining everything asked for."

A Southern Circuit.

For some months a number of southern gentlemen have been working on a circuit embracing the following cities: Augusta, Savannah, Macon, Columbus, and Birmingham. From present indications the idea will be carried into effect, and it will be held in April and May. The matter has gone so far that the promoters in each place are now corresponding with a view to holding a meeting and settling upon the dates and all other arrangements. If they succeed in arranging a circuit, Atlanta will join, as it expects to have a new track ready some time in May. The idea is a most excellent one, and the interested parties should allow nothing to prevent their carrying it out. The present year will be a most advantageous one for the success of it, as the interest in cycling is on a decided boom in the south.

A Chance for Mr. Raymond.

Last Thursday, at Jacksonville, Fla., a number of bicycle riders rode a race with two race horses. The conditions of the race were that there should be two riders for the horses, and that either side could relay whenever they chose. The distance was twenty miles. The first horse gained at the start, and as he came under the wire for the first mile the wheelman was just coming into the stretch. The horses were changed every mile, and H. C. Caldwell rode the first two miles on the wheel, S. N. Adams the next eight miles, Caldwell the next eight, and Adams the last two. Near the end of the sixth mile an accident occurred, which for a moment looked serious. As Adams was turning into the stretch his wheel left the track, and he fell very heavily, but without injury to himself. His wheel was badly damaged, and he was compelled to borrow another machine. By this accident the horse gained a half-mile on him. From that time the horses gained on the riders, and finished the twenty miles in 50:55, while the bicyclers' time was 53:41. The judges were Henry George and George E. Johnson; time-keepers, S. A. Adams and C. B. Towns; referees, T. R. Towns and O. B. Rollins. The report does not state what the incentive was, whether for a prize or for the glory in it, but it did state that the betting odds were in favor of the horses, and the boys found some backers, who regret the loss of their cash.

THE CHICAGO ROAD RACE.

The Associated Cycling Clubs Abandon the Pullman Course, and will Run its Race over Sheridan Drive.

Such will be the name of Chicago's Decoration Day road race in the future. It will be run over the North Side course.

The Associated Cycling Clubs of Chicago at their adjourned meeting last Monday evening, immediately proceeded to ballot on the course to be selected for the Pullman Road Race. It took four ballots in addition to the ten or a dozen that were taken a week before, to decide the matter. On the fourth ballot the North Siders won by a scant majority, the vote standing eleven for the North Side, seven for the South, and three for the West. The new course starts at the Grant monument in Lincoln park on the Lake Shore drive, and extends north and northwest over superb roads and back to the starting point, a distance of about twenty miles. It was then moved that the name be changed to the Garden Road Race in honor of "Bob" Garden, who was the originator and for years the manager of the race. An amendment, however, prevailed to call it the Chicago Road Race. A committee was appointed to see to the surveying of the course and the other committees were told to be prepared to report at the next meeting on next Monday.

the grass is not yet relaid—will be held at Herne Hill in May. This will lose the Surry Club many shekels in the gate, but will enable fast times to be made. After all, grass records are not held in much esteem.

Once more the tongue of rumor has lied with respect to R. L. Philpot. He will not leave the Rudge company, and there was no ground for the statement current a fortnight ago, which I mentioned subject to verification.

In the current issue of the *Stanley Gazette* appears the following interesting

"Note on Easter in Holland,"

by Percy Lindley, who is evidently much pleased at the boom to Holland as a ground for cycle touring which the Stanleys visit will be sure to give:

Given Christian weather those going awheel at Easter in Holland should have a very first-rate time. I was cycling a fortnight ago in the land of Mynheer Van Dunck with "Tommy" Rae. We left lovely weather here, we found across the silver streak snow and ice. My heart went into my shoes as I saw frozen ruts on roads which for riding, I had been taught to dread. Those paved roads of brick, which shake and shatter you into dust, with icy ridges atop! (With a modesty that surprises me now as I think of it, I allowed Rae to lead all the time and to risk his all too precious neck, without a single envious qualm.) But the badness of Dutch roads is a bogey that has scared many a stouter rider than I, and kept many hundred riders from Holland. In spite of partial ice and ruts we had miles and miles of delightful runs. A billiard ball on its summer tour couldn't wish for a flatter or smoother surface than most of these paved ways. Their evil reputé dates, no doubt, from pre-



Where the big Chicago Road Race will start and finish—Lincoln Park, with Grant Monument in foreground.

LATE ENGLISH NEWS.

LONDON, March 10.—Today R. L. Jefferson starts on his ride from London to Constantinople. He will make a formal departure from "Constantinople" at Olympia, London's big west end spectacle, this afternoon, calling on his way south at Riddlesdown, where his club is holding high revel. Jefferson will pass through France, Switzerland, Italy, Hungary, Servia, Bulgaria, and Roumelia, on his journey. His object is to write a book, and he expects to reach his destination by the end of May. His safety is geared to only fifty-six inches, and fitted with Dunlop tires.

The Catford Club holds its opening run to Riddlesdown away down the Brighton road—this afternoon. In the *Monthly Record* just to hand it announces "rustic-revelry at Riddlesdown, March 10; banners barred. All roads lead to Riddlesdown." The club now has twenty-four members in its new Paris branch, and thinks of changing its motto to "International, not local." Its London membership is so large and so scattered that a new scheme has been devised by which the club is split into four divisions—Brixton-Streatham, Dulwich, Norwood and Wandsworth—each having its district captain. The idea is to encourage club runs. Last Saturday

The Herne Hill Track was Re-opened

For the season. Several minor improvements have been effected in relaying the battens, which were taken up and scraped, and it is proposed to extend the grand stand accommodations. The Surry meeting, which, as I stated last week, will not take place as usual in mid-April at the classic Oval—where

historic days and solid tires. It is time the dear good old fiction was decently buried. The Stanley Club visit will probably do it.

Holland, in time, will become the fashion. It is in some respects the most remarkable region on earth. Half its roads are clear, tree-fringed canals. The right side of all roads is the wrong side. Its horses, or many of them, are dogs. In the country districts no one heeds your bell, and it takes a long journey to "get round" some Dutchmen.

Holland's highest hills are sandmounds. Its horizon is a fringe of windmills, and, consequently, is always going round and round. The busiest rivers, made by man, flow for the most part through banks on a level with the chimney pots of the houses. Cleanliness in Holland is a vice, and burglars and beggars are unknown. The harmless necessary cow is tied up in the stable by its tail. But of these and other geographical and natural eccentricities I hope to have a chat with you at the club on Friday, March 16, and to show you some pictures by the way.

For some time past there has been a feeling among members of the Cyclists' Touring Club that some arrangement should be made between the club and some of the leading cycle manufacturers whereby, by co-operating, members of the "twenty thousand" might secure a substantial reduction in the cost of their machines. The question will come before a general meeting, to be held at Leeds on the 16th inst., when a decision will be arrived at. The John Griffith's corporation, it seems, has been lately offering clubs very liberal concessions on the condition that their members placed a number of orders at once for any particular make, so that, given the sanction of a general meeting, there exists little doubt that a big concession will be easily obtainable in the case of the Touring Club members. C. W. HARTUNG.

LUSCOMB AND RAYMOND.

The Two L. A. W. Officials in Great Demand for After Dinner Speeches—Banker May Turn "Pro."

NEW YORK, March 19.—President Luscomb and Howard E. Raymond return! from a pleasant trip to Baltimore last Saturday. They were entertained by the Maryland Bicycle Club, of that city, and the occasion was that of the club's annual banquet. Mr. Luscomb scored a "hit" by a speech which he delivered in true "Luscomb style." It was on "The Progress and Prospects of Cycling" and dealt chiefly with the endeavors of the L. A. W. and the improvement of roads, and maintenance of same. Chairman Raymond discussed the situation of racing in America. True Maryland hospitality was extended to both men.

The Berkeley School Athletic Association held their first indoor inter-scholastic athletic meeting, on March 17, at the Twenty-Second Regiment armory. Nearly every school of prominence in this locality was represented in the various events. It took five hours to complete the programme, owing to the large number of entries. There were thirteen events all told and in some of them it was necessary to run ten trial heats and the final. The one-mile bicycle race, as usual, created the most interest and enthusiasm. First heat was won by F. W. Lord, Brooklyn High School, time 3:25; second heat went to W. H. Blake, Harvard School, time, 2:46. The final was indeed of the hair-raising order, and was won by W. H. Blake, Harvard School; J. P. Bickerton, Pratt Institute, second, and P. T. Downing, third; time, 2:48 2-5. The times were remarkably good considering the fact that they were made on a flat surface. The four leading schools in regard to total number of points scored were: Harvard, twenty-eight; Berkeley, twenty-six; Barnard, thirteen; and Cutler, eleven.

The Riverside Wheelmen are Hustling

as they alone can hustle, to make this year's R. W. Race Meet the best yet. It will be the fourth tournament this club has given, each of the past ones having totally eclipsed the former, so that if they beat last year's success in 1894, they will stand at the head of race-meet promoters and managers. The race committee, who have charge of the affair, is made up of such able and persevering men as J. L. Miller, J. F. Fitch, W. W. Walton, Tom Ward, and C. B. Robinson.

Why Lewis Quit.

That was a rather clever trick D. H. Lewis turned on his ex-business partners, recently. It seems he laid the foundation of ill feeling last winter when he failed to communicate, for an entire week, to Morgan, Saltonstahl, et al, who had sent him out on the special cycle show edition, to get advertisements. Lewis finally turned up in Buffalo, where he had been dead to the world for several days. However, he being a member of the company, things were smoothed over and peace reigned supreme. Some time after all the foregoing transpired, Mr. Lewis started out on another trip in the interests of the *American Wheelman*, and again his favorite city, Buffalo, acted as a powerful magnet to a needle. While there, however, a quiet plan was made whereby Lewis could return to his "Buffalo."

When Dia returned to the New York office, he asked if he could sell his share of the paper to the other interested parties. He also named a figure, which, as "Senator" Morgan, afterward said "was taken up so quick, it made his head swim." Lewis had led his confiding partners to believe that it was his intention to join the working forces of a prominent Buffalo dealer, and at that he would thereby be able to live at home. So a few days passed by and Morgan, Saltonstahl & Co. enjoyed themselves immensely at Lewis' expense. It seemed to be a good joke to be so well rid of this undesirable man, but "he laughs best who laughs last," and so it is in this case. Word came from Buffalo that D. L. Lewis had assumed control of the *Cycling Record*, a local publication, but one that can and will be nursed into the front ranks of cycling journalism, under the care of the present manager. Now the question is, whose place is it to laugh? Lewis' or the *American Wheelman* crowd?

W. B. Troy Sailed for Havre

on the French liner, La Champagne, last Saturday at 12 o'clock, noon. Aside from the newspaper men present, A. A. Zimmerman and Geo. A. Banker were the only ones present to bid adieu. Troy intends to be back in America, in less than three weeks' time. He will go direct to Paris when he reaches the other side and will then negotiate for Zimmy.

Arthur has given Troy full power of attorney, and any agreement which he makes will be satisfactory and lived up to by the champion. The money, which will have to be in plain sight, is \$15,000, and that, too, must be ridden for between the advent of Zim into the professional world and November 1. Troy says he will not allow his man to ride more than two races per week, but gives a wide range of distances; anything from one-quarter to fifty miles. If the trip is satisfactory and the amateur ranks loose their king, he will sail from New York on Saturday, April 21,

And With Him Will Go Geo. Banker and W. F. Murphy.

It is supposed that inducements have been offered these two men by the Raleigh people to go along as pacers and to help Zim generally in his races. With Zimmerman, Banker, Murphy, and Wheeler in the same event, quite an American tone will be given the same, and several pieces of good Parisian gold are likely to find their way to our shores.

A large and exciting meeting is expected to be held at the Columbia, on Fourteenth street, next Friday night, at the M. A. C. C.'s annual elections. Several of the present officers have given the utmost dissatisfaction

by recent actions and it is claimed that if they are renominated an opposition ticket will be placed in the field.

J. F. Starbuck, one of the N. C. A.'s fastest men is contemplating a trip to France. Starbuck is, next to Wheeler, undoubtedly the

Best Man in the Professional Fold

and with proper training could be made to ride with the fastest of them all. His forte is long-distance work, the fifty-mile scratch race, which he rode in and won on the last night of the recent six-day race in Madison Square Garden, proved his ability to negotiate distance. On a ten-lap track, indoors, he covered fifty miles in the truly wonderful time of 2:39:00, defeating such men as Jack Prince, Howell, Kluge, Berlo, Bettner, Ashinger, and Price. Starbuck rides a Raleigh and may go along with the rest of them when they turn their face toward gay Paris.

Death of a Washington Cyclist.

WASHINGTON, D. C., March 19.—John T. Monet, aged twenty-one years, well known in cycling circles, died at his home this city, 321 Spruce street, Le Droit Park, on Monday, after an illness of less than a week. Pneumonia was the cause of his death, although an attack of the grip which he experienced early in the winter had much to do toward paving the way for the fatal malady which resulted in his death. "Johnnie," as everybody knew and called him, was probably the best known and most popular



Chicago Road Race—Part of the course in Edgewater.

wheelman in the District. He was a racing man and was accounted one of the fastest in the District, having won any number of trophies in past racing events. Last summer he broke the 24-hour record, held previously by a Washingtonian. As a member of the Capitol Bicycle Club and the Arlington Wheelmen, Johnnie will be much missed, but those who will feel his early demise the most will be those who were brought almost into daily contact with him at the many social events, at which few were complete without his kindly presence. His funeral occurred on Monday, and was largely attended.

A Mistake About Mexico.

E. C. Bode, whose experience in the land of the Aztecs was mentioned in THE BEARINGS some time ago, says that he was misrepresented. The article in question gave the impression that the Mexicans were in no wise the kind of people that a self-respecting man like Bode would care to associate with. The latter says that he intended to refer only to the lower classes when he spoke of the degradation that exists south of the Rio Grande, and that the upper classes are the most agreeable of people and that his treatment at their hands was hospitable in the extreme. He has promised to give the readers of THE BEARINGS a brief account of his experiences in Mexico in the near future.

Birmingham Will Hold a Meet.

The interest in cycling at Birmingham, Ala., was aroused to a great pitch by the record riding at their track last fall by Bliss and Dirnberger, and the Birmingham Cycle Club has decided to give a meet in the latter part of May. This club's decision brought the Alabama division meet to that city at the same time. Then the Birmingham Athletic Club will hold the annual championships under A. A. U. rules. The Birmingham Fair Association track will be used. There will be a liberal prize list, the club having purchased a large number already.

Murphy and Taxis in Class B.

C. M. Murphy and W. W. Taxis will both ride in class B the coming season. Taxis has made arrangements to ride a Sterling while Murphy will pedal a Stearns. It will be remembered that both of the men were reinstated at the last meeting of the National Assembly.

Few people know that the great ship of commerce, which is to come down off of the Board of Trade tower, Chicago, last week to be mounted on the floor of the exchange, was placed on the tower, the highest point of any weather vane in the city, by Charlie Knisely, the racing man.

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THE CYCLING AUTHORITY OF AMERICA

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All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

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GEO. K. BARRETT, EDITOR.

THE CLASSES AND ROAD RACING.

There is a great scare among road-race promoters all over the country since Chairman Raymond made a decision that the two classes could not compete together on the road, and that the prizes could not be worth over \$50 in value in case the race was run for class A men. Since that time Mr. Raymond has been besieged with appeals to change his decision or to allow a special license to run the race in the same old way. On account of this Mr. Raymond has decided to leave the whole matter to the Executive Committee and with this end in view has sent the following letter to President Luscomb:

To the Honorable Executive Committee of the League of American Wheelmen.

Gentlemen:—The National Assembly of 1893 passed the following resolutions: "Resolved, That from this time out no rule of this organization shall in any way be construed so as to affect any act committed by a racing man, as such, upon the road, save and except infractions of the amateur rule."

Your racing board, called upon to make a decision regarding the effect of the new amateur rules on road racing, found itself confronted by the above resolution. There was but one decision to render, i. e., that as the amateur rule was the one exception made by the Assembly, the new amateur rule would affect road racing, and that racing men could not compete upon the road for a prize of greater value than \$50, without transferring themselves to class B.

Mindful that this decision affects a policy of the L. A. W. as an organization, we deem it best to lay the case before your committee before it is too late, to make a change if you so decide.

The points involved are: The League of American Wheelmen has placed itself on record as opposed to road racing, and is distinctly adverse to having the organization assume recognized jurisdiction over it.

When the National Assembly passed the resolution, which compels the decision we have rendered at this time, a different amateur rule was in force, and it was, of course, the intent of that resolution to apply to such an amateur rule.

Can we ignore the wording of the resolution, and apply only the intent of the Assembly as understood at that time, to the new rules?

If you decide we may proceed on the intent of the Assembly, we shall rule that the L. A. W. does not recognize road racing, and that the new amateur rule will not affect it, and further, that only competition with, or pace-making for, a professional, or competition for a cash prize upon the road will be noticed.

We believe that these last three offenses was the intent of the resolution, as it was aimed at the determination of a man's amateur standing, and not as to a division of classes for track racing. We wait your committee's decision before proceeding further.

Yours respectfully,
H. E. RAYMOND.
For the Racing Board.

What action the committee will take is impossible to say. The resolu-

tion passed by the Assembly last year is the stumbling block. Chairman Raymond seems anxious to dodge this, and with this end in view has referred the entire matter to the court of last resort. As road racing is becoming nearly as popular as track racing, it is to be hoped that the Executive Committee will let things go on as they have in years gone by. If it does a great load will be lifted from the minds of the promoters of road races and the great Pullman Road Race (alias Chicago Road Race), the Irvington-Milburn, Poorman, Martin, Linscott, and others will be held as hitherto. In case this is not the decision there will be no end of confusion and trouble. Of course each race could be run as two races, one for class A and one for class B, but that would result in spoiling the races. It is sincerely to be hoped that the Executive Committee will allow the two classes to compete on the road.

MORE TROUBLE IN MICHIGAN.

Of all deplorable things in wheeling circles petty fights between different sections are the worst. We have had startling examples of these squabbles in the Missouri and Michigan divisions. The Michigan trouble came up at the National Assembly. It was over the division election. A new election was ordered, but the hold-over officers refused to hold the election, with the result that the election will be held by the national officials. In the meantime Chief Consul Bressler has been suspended by President Luscomb and the Michigan division is left without a head. The National Assembly by its constitutional amendment at the last meeting provided for such an emergency, and the election will be managed by the rights and privileges committee. Will the Michiganders never come to their senses?

STRAY SHOTS.

Bearings and Bulletin Separate.

The statement made in last week's BEARINGS to the effect that the name would be changed to THE BEARINGS and L. A. W. BULLETIN will not be substantiated by the facts. It was supposed at the time that the course outlined then would be the only one that could be pursued in order to get the new Bulletin through the postoffice at second-class rates, but another and a better way has since been found. The Bulletin will be entered in the name of the League of American Wheelmen, and will be sent only to those members who subscribe directly for it. The executive committee found that the instructions of the National Assembly that the Bulletin should go to every member would prevent the paper from going through the postoffice at newspaper rates, in any case, and they have been obliged to make membership in the League and subscription to the paper independent of each other. This will necessitate an amendment to the constitution of the League at the next Assembly meeting, and a special meeting may be called if any disposition is evinced to find fault with the course of the Executive Committee.

Some French Ideas of Timing.

Sterling Elliott's electric chronograph has given the ingenious Frenchmen an idea and they have not been slow to seize upon it. One of them has obtained a patent for an electrical timer that, if it is practicable, will be even better than Elliott's chronograph. It will be remembered that the American's invention is operated by a man who presses a telegraph key the moment the first man crosses the tape. The Frenchman goes him one better. He sinks a wooden roller into the track with freshly painted bands of different colors around its whole length. The roller is laid at the tape and projects slightly above the surface. The band of paint extends around the roller, so that the man who finishes first has the color denoting first place daubed on his tires. This may be all right on paper, but how would they manage it on a race over a mile? Another device is operated by electricity. The track is cut by a narrow band of wooden pegs at the tape. These pegs are connected with an electrical circuit and control a series of drops operating a similar number of inked points arranged along above a strip of quadrilled paper which unwinds at a determined speed per second. The receiving apparatus is surmounted by a chronograph, the whole outfit being placed in the judges' stand. The pegs on the track and the registering points are numbered from 1 to 50 according to the width of the track. When a man passes over peg No. 8, for instance, the circuit is closed, the ink point No. 8 makes a line upon the paper composed of two little lines which is the result of opening and closing the circuit. If another man passes over peg No. 10, however short time the distance between the men, the difference will be shown on the paper. Thus it will be able as easily to tell the finishers as if an instantaneous photograph had been taken at the tape. An approximate estimate of the speed can be made by the length of the lines on the strip of paper. When the race is started the wheels of the rider touch the pegs and start the register and chronometer.

"John Brown's Body."

If there is a wild place in the world, and wildly beautiful at that, it is Harper's Ferry. The eastern delegation to the Louisville convention

thought so, and while the train stopped there a few moments they silently admired the rugged grandeur of the hills. Then it was suggested that it was just the place to sing "John Brown's Body."

Bright idea!

No sooner said than done!

But its method of doing was peculiar to bicycle men, and that too out on a holiday. They formed a long chain gang just like the one which used to leave the Mecca for the races last year at Chicago. Then that chain gang marched through the train the whole length, singing "John Brown's Body." It was rich. This reminded me of an incident which I am quite sure has never been told in which Lon Peck, of Boston, figured.

Those who know Lon know that he is an indefatigable tourist, and that he is also a jolly noisy fellow, always training and making merry.

In 1887, in company with another tourist, he made a visit to the Shenandoah. They boarded the train at Harper's Ferry to go to Washington on the return trip, and just as soon as they got into the train, at Lon's suggestion they both began to sing about Mr. Brown's remains.

They had not gotten very far into the song when a heavy hand was laid on Lon's shoulder, and he heard a voice snarl in his ear, "Stop that song here, young man."

Lon said he didn't know whether he would or not. He rather thought, on the whole, that he wouldn't. Whereupon the stranger said that Lon was much too far south to sing that song. Then it dawned on Peck's mind "where he was at," and he thought a moment, but came to the conclusion that if the doughty southerner didn't like it, there were several other cars on the train he could go into.

He didn't see it that way, however, and they were just coming to blows when the conductor appointed himself an arbitration committee of one, and settled the dispute.

NO SIR (UP TO DATE).

Tell me one thing, tell me truly

Why do you scorn makers so?

Why do you, when questioned by them,

Always give the answer no?

No, sir; no, sir; no, sir; no.

My father is a Yankee merchant,

And before I crossed the sea

He told me to avoid all makers,

And always let my answer be—

No, sir; no, sir; no, sir; no.

If when training up at Herne Hill,

Knocking off your mile or two,

Tell me would you be offended

If I rode and talked with you?

No, sir; no, sir; no, sir; no.

When your mount you are a-choosing,

If I say to you "Ride mine,"

Tell me would you still refuse me—

Would you still my "bike" decline?

No, sir; no, sir; no, sir; NO!

—IRISH ATHLETE.

An American Abroad.

There is one famous American in England whom the N. C. U. dares not refuse permission to ride. That person is Miss Frances E. Willard, of Chicago, known the whole country over through her connections with the Woman's Christian Temperance Union. This lady is visiting Lady Somerset, and the English cycling papers are just beginning to speak about her. In a recent issue *Bicycling News* prints the following interview:

"Counting up all the odd ten minutes' turns, it has taken me twenty-six hours to learn to ride a bicycle. In October last I commenced, and in February I could ride quite alone. But I learnt on the road and received hints and helps from young women friends who had but lately learned. I have been very cautious, for, you see, we older folks find our bones less pliable and more set than you younger ones: therefore; if we fall, it is a much more serious business. I nearly broke my arm in turning a corner in the old tricycling days, and this has made me careful."

"What do you think about cycling as a pastime?"

"Why, I am enthusiastic over it, and would think it a splendid thing if some of the royal ladies would take to it and thus bring it into fashion. But it will come gradually, for commercial men are realizing that it is profitable for them to make our safeties, and this urges men to advocate cycling for women in their own interests."

"How is dress reform in America?"

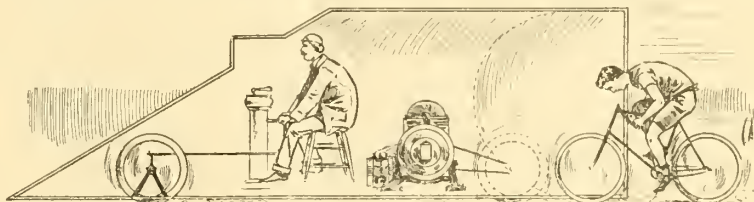
"Oh, we American women have more our own way than you English women, but not having such good roads as you have, our dress reform as regards cycling may not come so soon, as cycling in England hath charms we can not anticipate in America. But all women should be allowed freedom to dress in a workmanlike manner for whatever occupation they enter into, and in this we are not so handicapped as English women are, seeing that we generally do as we like in all these matters."

Send in Your Photos.

Charles Sieg is looking for photographs of cycling celebrities with which to adorn the walls of the handsome new store of the Sieg & Walpole Mfg. Co. He requests that his many friends send in their pictures to 285 Wabash avenue, Chicago. Small contributions thankfully received.

CULVER'S ELECTRICAL PACEMAKER.

When Tom Eck startled the cycling world by having Johnson follow a running horse in his attempts on the records, the cycling world wondered. But what will it say when it learns of the plan that C. R. Culver has for bringing the mile record down to 1:15? For over a year the famous trainer has been working on his idea and he now thinks that his plans are all matured and that this coming fall he will be able to bring out a man who will be able to follow his pacemaker in that startling time. Culver's scheme is as follows: He will have a huge aluminum cornucopia-shaped shell built and will place it on three bicycle wheels, one in front and two in the rear. Inside of the shell a man will sit and steer and will be able to see his way through a little window placed in the front. Huge storage batteries will furnish the motive power. As the shell is hollow the rider will be able to get close up behind and there will not be the slightest air resistance. The machine will weigh 200 pounds and will be about twenty feet long. Of



course this can only be used on a mile track that is properly banked. Speaking of his plan to a BEARINGS man Culver said: "I think that my scheme is practicable. The shell will create a vacuum and the rider will be almost carried along, even if he does not pedal. I have consulted several electrical experts as to the motive power and they all tell me that storage batteries would be better than the trolley scheme. In using the latter there would be danger in rounding a curve, as the trolley might jump the wire. When I am in the east I intend to call on Thomas Edison and get his opinion of the scheme. After I get the shell built I will take hold of a man and train him properly and next fall take him to a good mile track that is properly banked. I will then put a ninety-six-inch gear on his wheel and will mount the big machine and let her go. I really believe with the aid of this new pacemaker I can bring the record down to 1:15. It could be brought still lower, but the pacemaker can not go any faster than that."

Century Bars Cost \$5 Each.

It has cost C. M. Fairchild, of the Quadrant Cycle Co., just \$200 for the thirty-three century bars which he has won during the past year. The string is a long one and will be much longer if Fairchild's intentions are carried out, for he is after no less than fifty-two bars before June 1. Fairchild rides centuries for his health. He was sickly all last winter, but this winter looks the perfection of health, attributed by him to his riding of the past season. Century riding was not a new thing to him when he started out this last summer, for, in 1886, he rode many century runs in doing 5000 miles in a season on an ordinary. He says that to ride a century with a sixty-four-inch gear requires 100,000 revolutions of the feet.

For Use in the South.

APPLICATION FOR MEMBERSHIP

IN THE

L. A. W.

1894

ABBOT BASSETT, Secretary:

Dear Sir,—Inclosed you will find \$1.75 for Initiation Fee and Dues in the League of American Wheelmen to April 30th, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name, _____

Street or Box, _____

City, _____

State, _____

References, _____

Club, _____

Write plainly. Autograph Signature not required. Printing preferred, or inclose personal card. Mention The Bearings.

WAR TO THE KNIFE.

The A. C. C. of Milwaukee Will Be None Too Friendly to the Milwaukee Wheelmen.

MILWAUKEE, WIS., March 21.—The past week has brought forth considerable interest to the cycling world. The plans of the clubs during the coming season have been partly decided upon. This condition was brought about by the organization of the Associated Cycling Clubs of Milwaukee. The officers of the association are: President, Gustav Simmerling, of the Mercury Club; vice-president, Gerhard Aussem, of the North Side Club; secretary, O. F. Thieme, of the Mercury Club; treasurer, Alexander Bunke, of the North Side Club. The organization was perfected at the rooms of the Mercury Club, all local clubs being represented at the meeting. The Milwaukee Wheelmen refused to join the association because the other clubs would not adopt a constitution that had been framed by the Milwaukee Wheelmen. The constitution adopted provides that all road races will be conducted by the individual clubs, while all track events will be under the auspices of the association. It was decided to divide the profits of track events according to the membership of the clubs. The representation will also be according to the membership of each club. The association has pledged itself to work in the interests of good roads, and for this purpose a political committee will be appointed that shall have charge of the agitation. A racing board will also be appointed at the next meeting which will have charge of the association's races and will make an effort to secure a date for Milwaukee on the national circuit. The clubs belonging to the association propose to compel its members to become members of the L. A. W. and in this way the

Local League Membership Will Be Increased

at least 200. The various clubs that have joined the association have applied for and received sanctions to hold road races as follows: North Side Club, June 16, Waukesha-Milwaukee course; Mercury Club, July 21, Racine-Milwaukee; Bay View Wheelmen, some time in August, Racine-Milwaukee. The feeling among the clubs since the Milwaukee Wheelmen did not join the association is none too friendly and the association clubs are not likely to go out of their way during the coming summer to avoid friction. A sample of this can be seen from the road race to be held by the North Side Club. The Milwaukee Wheelmen hold theirs on July 4, but the other club proposes to be in the field first and will run one over the course several weeks before. As far as the national circuit meet is concerned it is likely that the association will have the best of the deal, its clubs being league clubs, while the Milwaukee Wheelmen is not. The Badger Racing Club, an offspring of the Milwaukee Wheelmen, will ride for the association.

Chief Consul A. Cressy Morrison and Secretary-Treasurer Martin Rotier, of the Wisconsin division, L. A. W.,

Have Hit on a Novel Idea

of making a systematic canvass of the state for new members of the League. It is proposed to first take a census of every rider, both sexes, in the state. Each local consul in every town and city will have charge of the census taking in his respective district. This city has been divided into four districts and each club will have charge of the canvass for the names and addresses of riders in the club's district. After the list of the state is all complete, the league members will be checked off, and all riders that do not belong to the League will be asked to join. In this way a systematic canvass of every rider in the state can be made and none can escape the invitation to join the League. It is estimated that about 5,000 riders' names and addresses will be secured through the canvass.

Sanger's Big Salary.

Walter C. Sanger is said to be receiving \$500 a month and expenses for riding the Union company's wheel. This information comes quite directly and his friends in the city do not doubt the report. It is known that he had three offers made him: One from the Union people, one from the Columbia people, who are said to have offered him \$4,000 for the season from April to November 1, and last the Overman company, which offered him \$3,000 for the season. Sanger says he thinks that Dumbelton, who handled Windle last year, will train him. Just where he will train he says he has not decided upon, but it will either be in San Francisco or Springfield. Sanger has an offer to ride at the Midwinter Fair at San Francisco, but it is not likely that he will go unless Tyler goes with him.

Wisconsin State Notes.

Several ministers at Madison are bicycle riders and now propose to form a club for their benefit.

A cycle club will shortly be organized at Rice Lake, Wis.

Marinette is waking up and will organize a club this season with forty charter members.

Henry Bergman, of Appleton, claims to have ridden the first bicycle in Wisconsin. He says he learned to ride a wheel in Paris in 1857.

A half-mile cinder track is to be built at Hayward during the coming season.

A road race between Sun Prairie and Madison will be run by the Madison Club about the middle of July. The course is twelve miles.

It is reported that Spencer Hall, of Racine, will build a bicycle factory there.

H. C. Higgins is a president of a street-car company, but is not an enemy of the bicycle riders even if they do not patronize his street cars. He has offered to build a track for the riders at Marinette.

Henry Kanaska, the local professional, is at Richfield, Wis., training. George Tyson, the local skater, is assisting him in training.

The Mercury Club is making an effort to increase its membership and in this direction has decided to initiate new members free of charge for one month, providing the new member agrees to pay three months' dues, \$1.50, in advance. The experiment is working successfully.

President Hutchings, of the Milwaukee Wheelmen, entertained the members of the club with a reception on last Saturday in honor of his birthday.

Edward Vogel, one of Milwaukee's speediest young riders, has joined the Milwaukee Wheelmen, and will ride under the club's colors during the season.

The Milwaukee Wheelmen think of having the finish of the Waukesha-Milwaukee road race, to be run on July 4, at the state fair grounds and charging a small admission fee to see the windup.

Luscomb Was not Pledged.

W. E. Watts, now that the election is over and Luscomb safely in the president's chair, comes out with the statement that Mr. Luscomb never pledged himself to support the southerners in their fight against the negro. In the cycle column of the Louisville paper over which he presides Mr. Watts says: "I have seen it asserted in several cycling journals that President Luscomb's handsome majority, in fact that his election, was attributable to his pledge of support to the color-line adherents—that he came to Louisville pledged to support the measure, in exchange for which the vote of the south was to be given to him."

"The South having honored me with the leadership in this movement, and the entire organization of forces being in my charge or under my direction, I believe I can state positively all that occurred between Mr. Luscomb and the color-line adherents, and propose now to do so in his and the south's defense against the charge. At Philadelphia last year, when the amendment was first offered, he it was who made the celebrated speech in which the L. A. W. button in the coachman's coat was mentioned. Afterward, in the comment, his was the first in the list of names of northern delegates who had supported the measure."

"On the other hand, Mr. Sheridan, whom Luscomb defeated, was directly the cause of the defeat of the color line at Philadelphia. He took the floor against it, and afterward in the comment his was the first in the list of names defeating the amendment. Naturally, as between Mr. Luscomb and Mr. Sheridan, the south would support the former. But long before Sheridan's candidacy was announced I had asked Mr. Luscomb if he was going to stand for election, telling him that the southern divisions were grateful for his former assistance, and saying I believed that every one of them would support him in the race. That was at the Buffalo Assembly last September, and the reply was characteristic of the man. He said: 'Three years ago the League turned me down from the office. If it wants me again to serve it, I am ready and willing to do so, but I do not ask it.'

'Can I announce your candidacy, and can I urge my friends in the south to support you?' said I.

'You have full authority to do whatever you wish in the matter,' he replied.

"That was all of the conversation, not one word being said about the coming issue on the color question, and although it may seem strange, I think I can state positively that since that time I have not written or spoken to him on the subject, further than to send him the circular matter sent out to all delegates to the Assembly. Mr. Luscomb might in good faith have voted 'No' with Mr. Sheridan at the Louisville Assembly."



DEALER.—I guarantee those tires to wear a year.

MR. ROOTS.—You do? Well, I'll try them, and if they're satisfactory at the end of the time I'll buy a pair.

TWICE TOLD and worthy of repetition by ten million people.

The only thoroughly well-made and strictly high-grade bicycle on the American market, at a list price below \$125.00 is the



No one who is well posted on the fine "Art of Mechanics" will gainsay the truth of this statement.

No expense is spared to make the *Waverley* the highest of all high grades,

And we do not hesitate to guarantee it "equal to any high-grade machine built, regardless of price."

RIDERS—Make a note of this; it will save you many dollars, which in these hard times seem twice their normal size.

DEALERS—We have not yet sold our output. There is still some good territory open, and this agency will ultimately prove a very valuable contingency to your business.

CATALOGUE AND INFORMATION FREE.

INDIANA BICYCLE CO.

Indianapolis, Ind., U. S. A.



WAVERLEY
SCORCHERS

28½ Pounds.
G. & J. Clincher
Tires.

... \$85.00

Mention
The Bearings.

HE PROTESTED MURPHY.

Needham Objected to "Brother Charl" Being Given the K. C. W. Mileage Medal—Other Brooklyn News.

BROOKLYN, N. Y., March 19.—The annual meeting of the Kings County Wheelmen, was held last Thursday night at their clubhouse, on Bedford avenue. There was fully as much excitement as was expected, owing to the large number of candidates running for several of the offices. Polls were open from 7:30 to 9:30 p. m. and the result of the election was as follows: President, Durant McLean; vice-president, R. W. Steves; recording secretary, J. J. Heyward; corresponding secretary, H. Windram; trustee, to succeed himself four years, O. C. Long; trustee for unexpired term of Durant McKean, W. C. Nellis; treasurer, C. McLaren; assistant treasurer, G. F. Wilson; first lieutenant, U. S. Paige; second lieutenant, C. Stephens, Jr. The contest for captaincy was divided among the three candidates as follows: G. R. Needham, twenty-four; Fred Hawley, thirty-nine; and O. R. Gurnee, nineteen; total number of votes cast, eighty-two. As it takes a majority to elect, another election for that office has been ordered to be held on Thursday, April 5. Meantime R. W. Steves is vice-president and captain at the same time. The diamond medal given yearly to the member riding the greatest number of miles on the road, caused some dispute. C. M. Murphy, claimed it on account of his 9,000 mile record, while

Needham Protested Murphy

on the ground that during the summer months, when a big part of the miles were ridden, he was under suspension from the L. A. W., and therefore the mileage was not legitimate. Charlie was not personally present, but brother Billy was, a right good representative he made, too. W. F. gave the mileage committee fair warning that if the medal was not presented to Charlie, he would place the affair in the hands of his lawyer and, if necessary, carry the matter to the highest court. During those same summer months, and when most of the miles were made, which Needham objected to, Charlie Murphy was a full-fledged member of the club, enjoying all the privileges that the K. C. W. granted any of their men. He was called upon to donate to the entertainment committee, which he invariably did and now when his right to the medal is denied, the blood of the Murphys boils with anger. In the heat of the argument, Billy charged Needham with faking up his score by a dexterous use of his arms. The affair is in the hands of the committee now, but they will, undoubtedly, decide in favor of C. M. Murphy. Needham has lost many friends by his unmanly action in protesting the award of the prize to its rightful owner, and the same effect will be seen on the occasion of the second vote for captaincy, which is now a fight between Hawley and Needham, Gurnee having declared himself out of it. It is probable that the club will remain at its present location for the next five years, as the landlord is inclined to compromise in his former exorbitant rents. It was learned that Eastern Park could not be obtained to hold the K. C. W. race meet, which has been sanctioned for June 23, it is therefore probable that the date will be changed.

"Billy" Young Breaks a Wrist.

The Outing Athletic Club, which held its boxing tournament at Flatbush Academy, March 12 and 15, was patronized liberally by members of the wheeling fraternity, a majority of whom were present to yell for W. B. Young, the erstwhile member of the Chicago "push." "Billy" made a clever set-to, but in the third round, scoring so heavily on his opponent's neck that he broke his wrist, of course, he was compelled to quit, when he had his man all but knocked out. His comical antics in the ring created an uproar of laughter, and the regret at his accident was general. After the event "Doc" Schwalbach, of Wilson-Myers fame, took Young to a hospital where his hand was properly dressed. This is the second time of late where it has become necessary to call in the service of Alexander, who is a graduated veterinary surgeon.

On Wednesday evening, the general meeting of the Brooklyn Bicycle Club was held, at which the cafe question was voted upon. There were eighty-nine votes cast, the result being, in favor of cafe in clubhouse, forty-five, not in favor, forty-four. A very close ballot. The new law

Provides for the Sale of Temperance Drinks,

beer, and ale in the club, whereas brandies, whiskies, or any strong liquor will not be permitted. Nothing further will be done until after the election next month, when the wishes of the forty-five will be carried out.

The Mercury Wheel Club, of Flushing, L. I., held a tin wedding anniversary recently, to which each member brought a tin present. They were many and varied in denomination, but served to liven matters considerable. There was a sumptuous spread, at which speeches and stories were in order until a large stock had been exhausted, not only of stories, but of wines and cigars.

The Sterling Team's Colors.

The Sterling team has adopted colors for the coming season. Taxis will wear black suit with a yellow sash and a black and yellow cap. Bode will be seen in a combination of red and black, while Kennedy will sport around in black and green.

Savannah is building a track, a third-mile in circumference, inside an inclosure of cotton sheds. This track will be protected entirely from the winds by these sheds and should attract a number of men who are looking for a good place to train in the spring.

NEWS FROM QUAKERTOWN.

PHILADELPHIA, March 18. A petition signed by many of its members is being circulated among the Quaker City Wheelmen, favoring the holding of road races of from five to twenty-five miles in length. It is believed that such contests would stimulate an interest in road racing and riding in general. It is the purpose of the promoters to make the series one of the most successful and largest events of its kind ever held in this city. The petition will be handed to the racing board in a few days, and it is the general opinion that it will be fairly acted upon. Walter B. Pollock is a recent acquisition to the racing team. He has all the appearances of a strong racer, and will no doubt spread laurels upon himself and the club he represents. Robert G. Poole, the holder of the record between this city and Atlantic City, is about to move to California for the benefit of his health.

The coming seventy-four-hour race which is scheduled to take place at Harrisburg, commencing April 11, is attracting more than ordinary interest. The three contestants will be Dawson, Fornwald, and J. J. McLaughlin. All are training for the race, and as the championship of Dauphin county is at stake a close and stubbornly contested race is anticipated.

William Flenard, the newly elected captain of the Eclipse Wheelmen, announces that the first run of the year will take place next Sunday, and will be to Valley Forge. In order to try and infuse some life into the non-riders, Mr. Flenard has decided to offer a prize to the member making the largest amount of mileage for the year.

Harry B. Warren, of the Quaker City Wheelmen, has offered a prize to be given to the member making the best time for five miles during the year. In the attempt for the prize there must be at least two timers, and the record made between the first of March and the first of November. A prize has also been offered for the man making the fastest mile during the same season, and already several of the members have started out with the intention of making a strong bid for it.

Lawn tennis courts will be placed in the gymnasium of the Century Wheelmen this week so that the many devotees of the game who will represent the club this year in the local tournaments will have a chance to get in good condition. The hand-ball court recently erected, is proving very popular, and a tournament is spoken of in the near future.

The celebration of the second anniversary of the Wheelmen's Club, of Roxborough, during the first week of April, will find that organization in a flourishing condition. The list of membership has been constantly on the increase and this year the club expects to turn out some good, speedy riders.

A lively canvass is now being made for the captaincy of the Germantown Y. M. C. A. Wheelmen, there being only two candidates in the field—George Speese, present incumbent, and J. Tierney. Both men are popular in the club and either rider would prove satisfactory to the main body of the organization if elected to the office. The annual fair of the Alpha Wheelmen, which opens to-morrow night, promises to be a most successful event. It will continue for two weeks during which the cosy clubhouse at 1626 Diamond street, is sure to be visited by large crowds. Everything is in readiness for the opening, the carpenters and decorators who have had possession for over a week, having completed their work last night. Sixteen booths have been erected on the first and second floors and the clubhouse has been decorated throughout, giving everything a gala appearance. The club colors of every cycling club in the city will figure very prominently in the decorations. Cards of invitation are out for the annual ball and full dress reception of the Americus Wheelmen which is scheduled to occur at Natatorium Hall on the evening of Monday, April 2.

Fairchild rode his thirty-fourth century on Sunday, going to Fort Sheridan and return, to Evanston and return, and to the Des Plaines river and return.



A snap shot taken at Findlay, O.

LEXINGTON DAY.

Massachusetts Bicycle Club Will Go Into Making the New Holiday a Decided Success.

BOSTON, MASS., March 17.—Boston is pretty full of interesting news this week. What with the meeting of the division, the new clubhouse of the Press Cycling Club, and a few other things, there is plenty to keep the boys talking about.

In the first place the riding season is really open here and the roads are in well nigh perfect condition. Last year, the writer did not sit a wheel till April 5 and that was Fast Day and as disagreeable a day as ever ventured into New England, with three or four inches of snow on the ground and the mud an inch thick. This year he rode a wheel St. Patrick's Day for the first time and the roads are just as fine and hard and springy as they were last fall after months of summer heat.

Everybody is Out With His Wheel

and there is a remarkable feature of the riding this year. About seven out of every ten riders are on brand new wheels. This is extremely encouraging for the dealers and effectually gives the lie to those men who think that wheeling is gradually dying out. It seems to me that there were never so many new wheels on the road before at the first of a season and indeed the dealers all predict a big season.

Friday afternoon, the governor of this commonwealth signed the bill abolishing Fast Day and making April 19 a legal holiday with the name of Lexington Day. At last the thing has been accomplished. All riders throughout the country will remember the famous ride to Lexington which the Massachusetts Club took last April 19, over the route of Paul Revere. At that time it created a great deal of talk and enthusiasm and interest. The idea was Ned McGlennen's and the idea of April 19 being a legal holiday primarily his, too. He dropped it into the ears of some good Lexington people and they took the matter up, got the governor to recommend it in his inaugural, did a little wise lobbying, and the thing was done. It can be regarded as

Essentially a Wheelmen's Victory.

That ride last April did more to educate and interest the public on the question than anything else that was done. All the Boston papers did bravely by it and printed columns and columns with cuts and sketches galore. This year, instead of opening the season at the Chestnut Hill reservoir, all the clubs will run to Lexington and Concord. The Cambridgeport Club has already secured the privilege of escorting the governor from the depot to the hall where he will make the patriotic address.

The Massachusetts Club is considering several different plans. This year the route to Lexington will be over the line of march which the British soldiers followed from Boston to Lexington and Concord. The club will start in the early morning and wheel over the exact route of the march, breakfasting at Lexington and dining at Concord. The club will attend the services at the Old North Church the Sunday before the holiday. It was from the steeple of this church that the memorable lanterns were hung. There is a very fine chime of bells in the steeple now and they will be rung that Sunday, if a little wire pulling can bring it about. The following Tuesday, the illustrated lecture on the route will be given by Historian McGlennen, and the night before the march there will be a colonial party at the clubhouse where they will dance the "statlie minnette."

All the other clubs are making great preparations for the day and will make it a very memorable one in the history of the sport about the hub.

The Press Cycling Club has a new home at 32 Massachusetts avenue, the thoroughfare once known as Chester Park. It is a three-story swell-front building with a basement. The house is finished in the colonial style of architecture, and is well finished inside, containing an assembly room and all the rooms necessary for a first-class clubhouse. There will be one innovation in the form of a training room for the racing team. This club will look after its racing interests this year as usual.

The board meeting held last Wednesday was an exceedingly interesting one and well attended. In calling the meeting to order Chief Consul Perkins said that

The Great Need of the State

at present was active local consuls. The great gain and the steady gain of Massachusetts have always been solely due to the perfect system of local consuls maintained by experienced and enthusiastic wheelmen at local points.

The report of the treasurer showed a balance on hand of \$1,200. It was reported that the cost of sending the delegation to Louisville was a trifle over \$1,000. The report of the touring committee announced that a tour of several days was being planned to take place in the fall through the Berkshires in the western part of the state. This trip should be a great success as this part of the state is delightful in the fall and such an event has not been given by the division for some time. Arthur Robinson, chairman of that committee is a man of experience and a tour under his guidance should be very well patronized.

Lon Peck, of the road-book committee, made an elaborate report in which he said that by June 1 a new edition of the road book would be issued and it would be far better than anything ever issued by the division. There will not only be through Massachusetts maps, but a number of through routes to other divisions and places of interest. The division voted to appropriate \$2,000 for it.

A resolution was introduced recommending the general committee to

award the spring meet to Boston. This was seconded by a Worcester man who in doing so said that he wished to show by his action that Worcester was with Boston this year and willing to show it by favoring the granting of the meet to Boston. At a meeting of the executive committee held immediately after the board meeting,

The Meet was Awarded to Boston

May, 30 and \$1,000 appropriated for the entertainment of the wheelmen and their visiting friends. The racing board also met and awarded the conduct of the races on that day to the A. C. C., of Boston. By that time the new metallic surface will be laid on the Waltham track and the races will be well run. Two of the best men on the path today will attempt to lower the world's record for a mile, and there is every reason to expect that they will succeed as the new surface will be an ideal one.

The committee on cities, of the legislature, has reported a bill to the Massachusetts house regarding bicycles that seems to be well nigh perfect in its conception as it is now worded. It provides for

a Maximum Speed of Ten Miles an hour and everyone knows this is fast enough for a good road speed. Then there is a clause which allows the city or town authorities to issue permits for special times and places at any rate of speed. This is road racing

and pleases that contingent. All must carry a bell or gong, but they need ring it only when necessary to give reasonable warning of their approach. No one may ride on a sidewalk, and then the bill goes on to define what a sidewalk is specifically. No one can possibly misunderstand it. Take it altogether, it is a most excellent bill.

The Clover Bicycle Club, of Chicago, gave an "over the garden wall" entertainment last Thursday night. Forty-five members were present and twenty-five visitors. An original paper was read by the president, a poem by the vice-president, which with piano and cornet solos, and the songs through the curtain, formed quite an extensive evening's entertainment. After the programme was finished the members enjoyed dancing for a short time.

Did You See It?

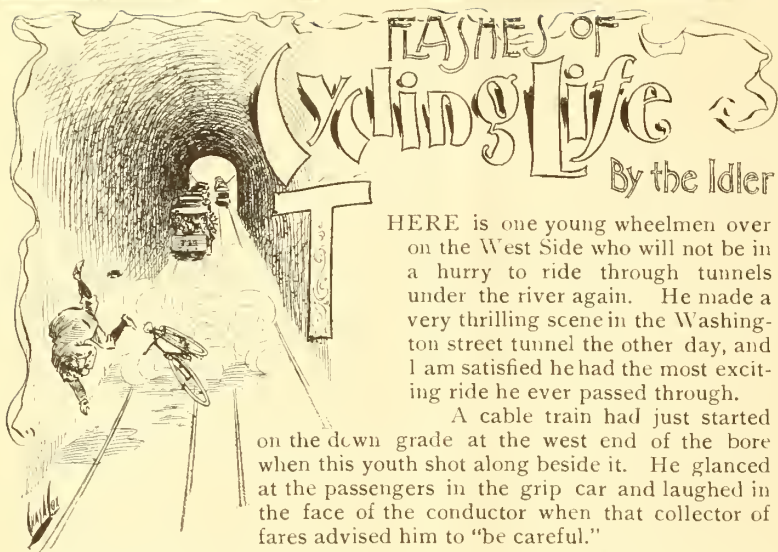
Of course we mean the World's Fair. Whether you did or not you want to preserve a souvenir of the most beautiful scene this earth has witnessed.

The Michigan Central, "The Niagara Falls Route," is issuing the finest and most complete World's Fair Portfolio, each containing reproductions of sixteen splendid photographs of large size. The series will consist of sixteen parts, followed by a special part devoted to Niagara Falls, Mackinac Island, and other gems of American scenery, and will be sent to any address on receipt of 10 cents per part.

Address FRANK J. BRAMHALL, Advt'g Agent, Michigan Central, 402 Monadnock Block, Chicago, Ill.—[Adv.]



C. ARTHUR BENJAMIN, OF SYRACUSE, N. Y.



HERE is one young wheelmen over on the West Side who will not be in a hurry to ride through tunnels under the river again. He made a very thrilling scene in the Washington street tunnel the other day, and I am satisfied he had the most exciting ride he ever passed through.

A cable train had just started on the down grade at the west end of the bore when this youth shot along beside it. He glanced at the passengers in the grip car and laughed in the face of the conductor when that collector of fares advised him to "be careful."

Away went the bicycle rider, and after him, at a slower rate, the train. But this youth was utterly reckless. With a shout he threw his feet up on the coasters fastened to his forks. The coast seemed clear. Soon the wheel was whirling at a fierce pace down the grade.

As he neared the bottom of the tunnel he saw coming from the other direction another cable train. He was riding on the smooth cement path between the tracks and he tried to turn out. But his wheel slipped on the rail, and the bold rider was thrown with great violence and his body dashed with a powerful shock against the wall of the tunnel. The approaching train had come to a stop under the strong brakes, and the women in the grip screamed to their hearts' content.

Meanwhile the train he had passed had come up, and conductors, drivers, and passengers crowded round the unfortunate fellow. At first he lay like one dead, but presently he revived, and it was seen that he was not hurt. A few bruises comprised the extent of his injuries, but there was no question whatever as to the extent of his fright. Everybody in the crowd averred that never had he seen a human being so thoroughly wilted as that young man.

When the crew of the train found that no harm had been done they turned on the crestfallen and trembling cyclist and swore at him until a few of the more manly passengers (probably cyclists) quietly advised them to stop. Soon the tunnel was cleared, and the young man finished his ride up the incline, but without the freshness of spirit and attitude that characterized his descent.

Another Beautiful Wheelwoman.

Emma Eames a wheelwoman! who could believe it? Of the thousands of people whose senses have been ravished with the exquisite voice of that beautiful creature at the Auditorium for the past two weeks, there are few, I will venture to say, who would not have been surprised had they been assured that Mme. Eames is an enthusiastic cyclist. It only goes to show how wide and universal is the use of the wheel and how narrow is the popular opinion concerning this best of all pastimes.

I must confess that even I was just a little "taken back" when Mme. Eames' manager told me the other day that the diva carried her safety with her and never failed to take a brisk spin on it when the weather was favorable.

I had heard this goddess sing. I had drunk in her beauty with my eyes, and, in company with a number of young men in the Auditorium cafe, after the show, swore an oath that she was the only woman I could ever love. The diva, it seemed to me, was really not human. I had an idea that she only existed between the hours of 8 and 11 on her opera nights. Imagine, therefore my surprise when her manager introduced me to Mme. Eames in her private parlor in the hotel. Her safety—a sweet thing that stood in a corner of the room—bore palpable evidence of her devotion to the sport.

"Yes," she said in reply to my glance of ill-disguised amazement at the wheel (just think, *she* rides that wheel!) "Yes, I do not know what I would do without my bicycle. It and my art are the only things I live for *now*."

"Is Mr. Eames dead?" I asked, in the keenest sympathy with her.

"Sir!" she exclaimed, frowning. "John (to the manager) who is this person?"

"He's a gazabo I found in the bar," said John.

"Then shake him," replied the diva, "and tell that fool of a waiter to bring my speck and sauerkraut at once."

I left the presence of the goddess, convinced more than ever that "us cyclists" are really the people.

Worthy of Esop.

An old Cushion Tired Safety once met a brand new Pneumatic Wheel on the road.

"Hello there, old Hose Pipe!" exclaimed the Pneumatic, "are you still on earth? I thought that all you fellows were dead and buried long ago."

"No," replied the Cushion Tire, "there are still a few of us left."

"How do you ever manage to exist?" asked the Pneumatic. "I can't imagine how anybody with sense in his head could have any use for you when he can get a pneumatic like me, for instance, for so little money."

"Yes, I know," replied the Cushion Tire, modestly, "I am a little out of date, but then so long as anyone wants me I'll try to do the best in my power to serve him."

"Well," answered the Pneumatic with a sneer on its valve, "there may be a few jays that don't care to ride the pneumatic, but for the life of me I can't understand it. In the first place we are all the style now, and all the cracks ride us. We are the kings of the track. As for road riding that's just where we live. We are resilient, we go over rough roads easily; we are faster, we are pleasanter, and in fact, the proof of the pudding is in the eating of it: The cushion tires are never heard of nowadays."

"I have heard it said," remarked the Cushion Tire, timidly, "that you sometimes have a puncture."

"Puncture! Bah!" exclaimed the Pneumatic. "I've been going over this road for six months, and I've never had a puncture yet."

Just then the rear tire exploded with a report like a pistol-shot. The rider jumped off, swore at the Pneumatic, and wished that he was mounted on a Cushion Tire like his friend who left him, stalled on the road, with a laugh.

MORAL.

*If too much in your pride you trust,
Your inner tube may sometimes bust.*

What We are Waiting For.

The last signs of the millennium will be here when the daily newspapers—

Print pacemakers instead of "peacemakers."

Spell the name of the Plzen Cycling Club that way instead of "Pilzen" or "Pilsen."

Manage some way or other to get Darntge's name right.

Wake up to the fact that the Cash Prize League is a thing of the past.

Cease getting the winner of the time prize and the race prize mixed up in their accounts of the Pullman.

Stop publishing Zimmerman's picture for all the other racing men in the world.

Learn that track racing and road racing are two distinctly different things.

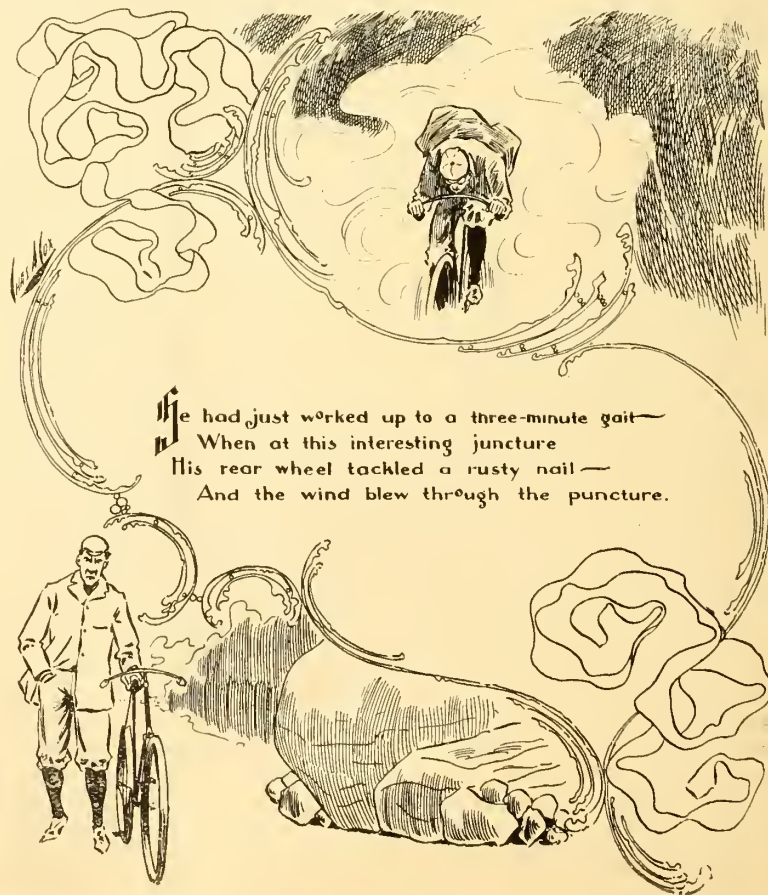
Realize that members of the L. A. W. and other amateurs do not belong to the same crowd *exactly* in which Ashinger, Robb, *et al*, are the leading sports.

Try to compel their artists to represent a bicycle in their illustrations with drawings that are not as totally unlike a safety as a modern wheelbarrow is unlike the chariot of Apollo.

Let up on calling attention to the opinion of eminent physicians who say that the stooping over position injures the lungs.

Learn that the industry of cycle making is one of the largest and most important of American industries, and that the cycle trade is quite as solid as the sewing-machine trade, for instance, and—

Purge their columns of a mass of error, misunderstanding, misconception, misrepresentation, mistatement, and misfit in general whenever they assign unsophisticated and uninitiated young men to write "pieces" about cyclists and cycling.



*He had just worked up to a three-minute gait—
When at this interesting juncture
His rear wheel tackled a rusty nail—
And the wind blew through the puncture.*

Ask Your Local Dealer

what bicycle at second-hand he will allow the most for in exchange.
The Universal answer will be

FOR A COLUMBIA.

Do not lose sight of the fact in purchasing your 1894 mount, that a second-hand Columbia is worth more and will often bring a higher price than new machines of other makes. COLUMBIA BICYCLES are the standard wheels of the world, unequaled, unapproached.

Pope Manufacturing Co.,

The Columbia catalogue is interesting and instructive and should be in the hands of every intending purchaser of a bicycle. Our agents will furnish it free or we mail it for two 2-cent stamps.

BOSTON,

NEW YORK,

CHICAGO,

HARTFORD.

MENTION THE BEARINGS



A Prominent Dealer
Writes as Follows:

Akron, Ohio, February 9, 1894.

HICKORY WHEEL CO.,
South Framingham, Mass.

GENTLEMEN: We beg to say that we have never, in all our experience as riders and dealers, seen so very marked improvement in a wheel, which was before one of the best, as you have made in the '94 HICKORY.

The samples we have here are attracting the attention they deserve, and we feel that with an early spring, and a continuance in the improvement of business, we will more than double our last year's Hickory business.

Yours truly, THE RANNEY CYCLE CO.

These Machines are made by

Hickory Wheel Co.,

South Framingham, Mass.



MENTION THE BEARINGS

The Hartford Safeties for 1894

Have you heard about the prices?

Have you seen the bicycles?

You can buy them cheap;

Just as cheap as your neighbor

And no cheaper—they are one price.

Before you decide, send for

One of our New Catalogues.

THE HARTFORD CYCLE CO.

HARTFORD, CONN.

MENTION THE BEARINGS

"HOW I BEAT ZIM."

W. H. Roberts, a popular member of the Kings County Wheelmen, Brooklyn, is a most enthusiastic all-round athlete. He is an able newspaper writer, and is an authority on sporting in all its branches. Mr. Roberts is at present sporting editor of the Brooklyn *Citizen*, a paper always on the alert to serve the public to the best advantage. Unlike the majority of good newspaper writers he is equally as brilliant a talker, and as a story teller can not be excelled. "Billy," as he is familiarly known, delights in the narration of "How I beat Zimmy," which will stand repeating, in a boiled-down manner. It was in 1891 (May 31), and there was a race meet being held at Bengen Point, N. J. Roberts had ridden in the Irvington-Milburn twenty-five-mile road race the day previous, and had made the excellent time of 1:38:00 (solid tire). On the following day the Bergen Point races were held, and Roberts, in the height of his cycle racing aspirations, was on hand to wrest the championship honors away from Zimmerman. The one-mile handicap was called, and the ambitious racer strode to his 125 yards mark, to do or die.

The story proves that "Billy" came very near doing both. It seems that Roberts' trainer had advised him to "ride like — all the way," and when the crack of the pistol was heard he was off like a flash, he sprinted the first quarter and gained on the scratch man, but on the second and third laps the bunch gained on him, so that when the bell for the last lap was sounded "Billy" was still about fifty yards to the good, but dying fast. Everyone yelled to Roberts, advising him to go ahead, and partly from fright, though somewhat from determination, the conquering hero made a mighty effort to sprint home an eight of a mile. In his extra exertion the rear wheel of his fifty-five-inch ordinary swerved about and dug a long deep rut in the loose cinders. Zimmy and Anthony were coming fast, when Zim and his old Star struck the rut and down he went head first into the cinders. Anthony's wheel hit Zim's Star like a thunderbolt running up against a dynamite depository, and Anthony sailed serenely side-ways through the air into the boughs of a friendly tree. A team of spirited horses were tied to the same tree, and they, taking fright at the sudden change in affairs, broke away from their halters and started down the track after Roberts, who had slowed up to see how much damage he had been the cause of. When he saw the two maddened animals galloping wildly toward him, he started up again, and pedaled as only a man can pedal when danger is nigh. The nearer "Billy" got to the tape just that much nearer to him came the now thoroughly enraged animals; pandemonium seemed to have broken loose. Lap after lap was ridden by Roberts in his attempts to get away from his danger. Each lap around the rider became more and more exhausted, until, after having ridden somewhere in the neighborhood of five or six miles, in what seemed to be record time to the conquerer of Zimmerman, he slipped a pedal while nearing the grand stand, and with a heavy lunge he struck the brick foundation like a big piece of lead fired from a cannon, and—woke up. Since then "Billy" Roberts has not experienced any ambition to defeat the champion.

Types of Cyclists.

Cyclists have many notions and we can excuse them, as we are not free from them ourselves. Those afflicted with hobbies may rest easy, as they are imitated by all riders. One rider thinks that his machine will not run properly unless he pours half a pint of oil into the bearings, and wants you to do the same; another thinks if the ground is moist that his wheel will slip and he must deflate his tire. He also lets the wind out of yours. Another crank will not ride with mud guards and so yours must come off too, while another must have them. You all know the man who always finds his machine too heavy and starts out in the morning with a lantern, a horn, a bag of tools, a cyclometer, maps, luggage carrier, a case of medicine, a repair kit, field glass, rubber coat, etc. You would think that he was starting for New York or New Orleans, but he is only going to Pullman. You may have seen a sturdy road rider mounting his twenty-five-pound roadster to ride to Buffalo or New York. All the preparations he has made is to put a roll of bills into his pocket.

Speaking of journeys, we will glance at the tourists. There is one who makes great preparations and has a splendid equipment, but never takes it. Here is another who starts for Decatur and arrives at Indianapolis. Still another can not ride three miles alone, while another one can not tolerate a companion. We see the novice start out as if he was going to break a record—or his neck—and is exhausted before he goes a mile. The old rider starts out slowly and gradually increases his speed, never stopping at the seductive saloons.

We have the amateur and the professional and the one who rides under the doctor's orders to reduce his fat or to increase his flesh, to prevent the hair from falling out, to exercise a sluggish liver, those who ride for accommodation, for love, to be in the swim, for economy, for health, or for pleasure. We must not forget the racing men. The champion, calm, modest, invincible, a slave to his trainer, saves his energy for the path. Then comes the dub who always finishes last and who always has an excuse to offer—his handles were loose, the heel of his shoe came off, or his tire was punctured. There is the one who can never hold the turns and another who can not ride against the wind. This one always breaks his machine in a race. And so on, *ad libitum*. You know how it is yourself.

The American Dunlop Tire Co. expect to open a Chicago branch of their depot early next season.

..TAKE NOTICE..

We again offer the beautiful picture

"A FAIR SAMPLE"

Here is your chance boys. Send 5c. postage and we will mail you a handsome woman. 500 persons answered our advertisement last week to the credit of the different cycling journals.



When writing us please mention this paper.

Ralph Temple Cycle Works

158 22d Street, CHICAGO.

Buy your wheels direct from the manufacturer.

Mention The Bearings.

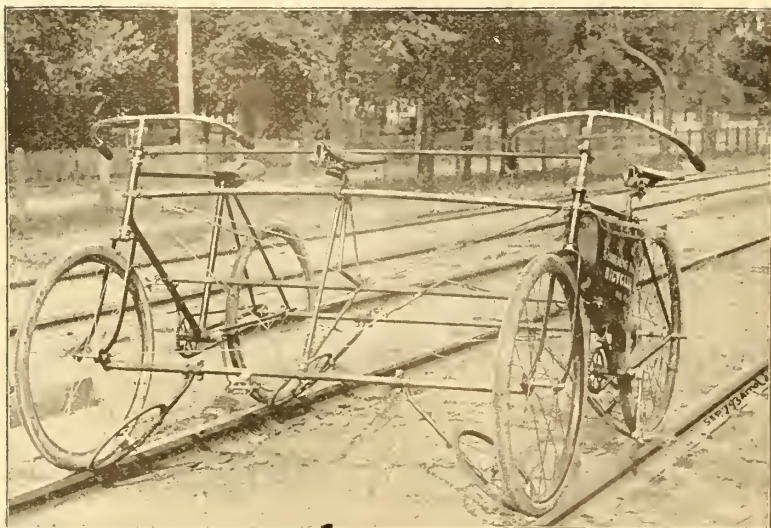
FOR SALE.

One 1894 19 lb. Stalwart Racer, Morgan & Wright racing tires, never been ridden. \$80 cash.

J. P. WALTER,

Mention The Bearings.

589 SEDGWICK ST., CHICAGO.



PATENT R. R. BICYCLE COUPLING.

Complete working drawings, so any mechanic can make it at little expense, for \$2.00 from inventor.

C. J. SCHOENING,

Agent for Phoenix Elliptic and League Chainless...

OAK PARK, ILL.

MENTION THE BEARINGS.

“Das schoenste zweirad in der welt.”

That's what our German
customer wrote . . .
us, after he
received sample of

High Frame, Low Frame; Wood Rims,
Steel Rims; Detachable Tire, Cemented
Tire; Rat-trap Pedals, Rubber Pedals;
Up-curved Handle Bar, Down-
curved Handle Bar. All the
same to us; take your choice.

*The
Triangle*

THE PEERLESS MFG. CO.

Mention The Bearings.

CLEVELAND, O.

WHAT THE HEL



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Send for Catalogue and
Book of Tests—FREE.

Mention The Bearings.

PREMIER CYCLE CO.

CHICAGO OFFICE: Room 2, 289 Wabash St.
34, 36 and 38 Watts Street, NEW YORK.



DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MARCH 23, 1894.

No. 6.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY:
142-148 W. Washington St., Chicago.

General Representative, R. C. LENNIE.
Representatives: S. A. Campbell, C. E. Graham,
J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS.

Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

COPYRIGHTED, 1894, BY FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

ANOTHER FACT.

Last week we talked of the blood-sucking trade note and free-puff writers. Another matter quite apparent in some cycling journals is their evident desire to BLACKMAIL in a "back door" "pull down the blinds" fashion. This narrow minded, illy conceived policy is telling, and the "wall" is not afar off. The scrabble and fuss to regain lost opportunities reminds one of a load of coal dumped into the lake—considerable noise, lots of foam, but soon over. The coal is gone, the noise is hushed, and the foam is no more. Hasten the day when the blackmailing sheets are like the coal. There are good fair papers left, lots of them.

SOME POINTERS.

Stand on one foot then stand on both feet, which is the more steady? On both, eh! Well, there you have a simple yet very forcible can't-get-around illustration of why the Fowler truss frame is more rigid than any other frame. Rigidity means speed, speed means ease of running.

Points, good points count, not hair-splitting theories.

Every adjustment on the Fowler is made by the fingers—simply a turn of the spanner (shown next week), and you can make a positive adjustment.

POINTS YOU KNOW!!!

It's all right to make records a certain way and build bicycles after an hour glass, but it's all righter to have competing agents cry "as good as the Fowler," when they trot out their top notcher when the customer says "I like the Fowler, it's a great wheel."

EXTRA

A PANIC--A LANDSLIDE

Boston Gone Fowler by an Overwhelming Majority.

BOSTON, March 20.

HILL CYCLE MFG. CO.,
144 W. Washington St., Chicago.

Ship ten model twenty-fives, five model twenty-eights, and five model twenty-tws **every day** until further notice. Can you do it? Answer.
B. B. EMERY & CO.

The above is an exact copy of a telegram just received by us. More Fowlers are being sold in Boston than any other high-grade wheel, and, mind you, this being done in the very birth-place and present center of high-grade cycle building in the United States, an unparalleled occurrence in cycling history.

TYPICAL SOUTHERNERS

The editor recalls with great pleasure a trip to Knoxville, Tenn., not only on account of doing a nice business placing the agency of the Fowler with such a sterling firm as W. W. Woodruff & Co., wholesale hardware, but in a pleasant afternoon spent with such a true gentleman as Capt. W. W. Woodruff, who, although some 58 years of age, is an enthusiastic cyclist. The captain has many good and valuable ideas about cycle construction and is thoroughly up to date on all pertaining to cycling. His desk contains all the current copies of the best cycling journals; among them the FOWLER TRUTH which he diligently reads. We hope later to publish his picture to our many readers. Associated with Captain Woodruff is Mr. W. E. Gibbons, a pleasant courteous and entertaining gentleman. These two men fought side by side in the late war, and in 1865 started a small retail hardware store in a little place hardly 10x30 feet. By hard work they have succeeded in building up a magnificent business and have today one of the largest wholesale hardware houses in the United States. With many regrets did the writer leave Knoxville, and many a day will pass before the cordial reception and courteous treat-

ment at the hands of these two gentlemen will be forgotten.

A GREAT COMPLIMENT.

The managers of the Galt House, Louisville, where the recent National Assembly was held, inform the editor that never since they have had the hotel was there such a splendid and orderly assemblage of men as stopped with them. They further say that usually in such gatherings a number will "forget" to pay their bills. They could not say it this time, for not one of the delegates failed to step up to the desk and settle before leaving. Truly welcome news this. The absence of the "push" is less noticeable these days, and in the place of property-destroying, loud-mouthed, and heathenish-acting "push" come true gentlemen in every sense of the word. And so cycling is surely and swiftly taking the place which rightfully belongs to it—at the top.

IT IS SAID:

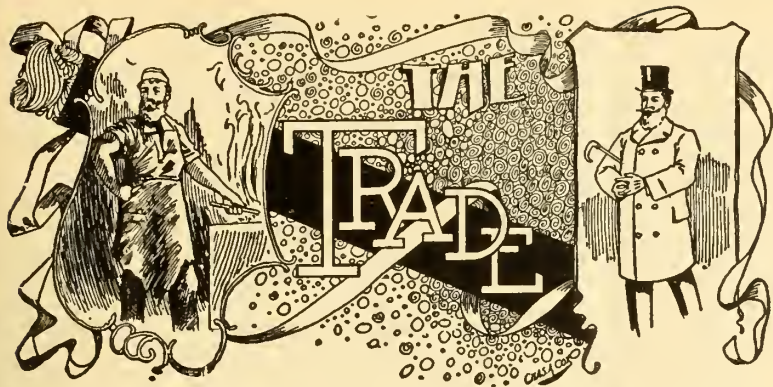
That more Fowlers will be sold in Boston in 1894 than any other high-grade wheel. Not far off, that.

That Hanson who won the prize offered by Morgan & Wright for greatest number of miles ridden in '93 on one set of their tires will, in 1894, ride 12,000 miles. He has just ordered a Model 25 Fowler. You know he rode 8,114 miles on a thirty-pound Fowler last year, don't you?

That H. C. Wood, of Kansas City, is a coming champion. His splendid races in 1893 on his twenty-one-pound Fowler stamp him as a hard, fast, and plucky rider. Watch him.

FAMILIAR FACES.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE OVERMAN-SPALDING TROUBLE.

The bicycle trade is threatened with another cut in prices. There are a thousand 1893 Victors to be disposed of. Spalding owns them. Overman will not take them off his hands. There is bitter feeling between the two men. If Spalding can do anything that will hurt Overman he will do it, and *vice versa*. Right here is where a live trade association should get in its fine work. (By the way, where is the trade association?) A thousand wheels is but a very small proportion of what will be sold this year, but if they are put on the market at a ridiculously low price, and advertised in newspapers all over the country, they are going to play the very old Nick with the trade. Whether or not they will be thrown on the market in this way we can not say at this writing. What we can say, however, is this, that it is a duty of the big makers—their duty to themselves and to the trade—to see that nothing of the kind is done. If these wheels were taken off Spalding's hands by the larger manufacturers, they could all be sold quietly, and without making an upheaval in the trade. It would seem that such a lesson as the trade had last season ought to be enough. We can only hope that it was, and that steps will be taken immediately to protect the trade. A cut at this season would produce more trouble and loss than last year's cut. As far as Overman and Spalding are concerned we can only regret that they can not settle their private differences in a way that will not hurt themselves as much as it will the trade.

OVERMAN-SPALDING WAR.

Overman's Latest Move and Spalding's Counter Move—A. G. Spalding Interviewed—He Is Very Bitter.

Last Wednesday the Overman Wheel Co. issued a circular to the trade and especially to all Victor agents. This was in answer to a circular issued last week by A. G. Spalding & Bros., and published in full by this paper. Following is the Overman Co.'s circular relative to this very interesting controversy:

In view of statement made by A. G. Spalding & Bros., in circular letter of March 12, that they "have on hand about 1,000 1893 Victor bicycles from the factory late in the season, mostly in November and December last," we think you are entitled to be advised of the following facts:

1. By contract with us A. G. Spalding & Bros. were bound to take 40 per cent of our product of Victor Bicycles from January 1 to October 1, in 1893, but they refused to fulfill their contract and took much less than 40 per cent during the year, and of their 40 per cent, took less than 200 bicycles after June 1, 1893.

2. On August 9, 1893, they came to us with the following request:

CHICOPEE FALLS, MASS., Aug. 9, 1893.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

GENTLEMEN:—We hereby make application to you to take from us six hundred Victor Bicycles, 1893 model, you to store the said bicycles at your expense, charging us with five months' insurance on the same, at the cost of such insurance to you, and to give us therefor your notes for \$54,000, payable, \$20,000 in December, 1893, \$20,000 in January, 1894, \$14,000 in February, 1894.

We agree to take these wheels back from you at such time as you may require us to do so between Oct. 10, 1893, and Jan. 1, 1894, at the same price at which you took them from us, we to make settlement with you for these machines by giving you our notes made payable on dates one week in advance of the dates on which your paper given us shall fall due.

Very truly yours,

A. G. SPALDING & BROS.

By J. W. SPALDING, Treas.

Knowing collections were slow and believing them to be in need of the financial help asked, we granted their application; took 600 of their '93 Victor Bicycles into our factory and returned them later in the year 1893 to A. G. Spalding & Bros. As they actually purchased of us less than 200 '93 bicycles after June 1, 1893, these must be the bicycles to which they refer as "Received from the factory late in the season, mostly in November and December last," and the impression evidently intended to be conveyed in their circular that most of the wheels on hand were first received from the Overman Wheel Co. in November and December, 1893, is not true. Equally untrue is the report on page 22 of *The Wheel* of March 9, 1894, so far as J. W. Spalding is made to say that they took "about 1,000 '93 Victors last year in order to maintain the price."

3. By written agreement A. G. Spalding & Bros. are bound to be governed by the "List price, rate of discount, and conditions of sale," fixed by the Overman Wheel Co.

As you doubtless know, the relations between the Overman Wheel Co. and A. G. Spalding & Bros., so far as they have become strained, have become so by reason of the refusal of A. G. Spalding & Bros. to go on under their contract for five years made with this company in 1891.

That they have on hand any number of 1893 Victor bicycles is not the fault, we apprehend, of the Overman Wheel Co., but of the policy which they evidently pursued in 1893 of using Victor bicycles to make a market for Credenda wheels, and that has become so generally known in the trade, we think, that it is hardly necessary for us to call your attention to it.

If the Spaldings see fit to wilfully violate their contract with this Company we shall of course hold them accountable for whatsoever damages we thereby suffer (Have already brought suit claiming \$100,000 damages.) We will not, however, stand in the way of your profiting so far as you believe you may be able by purchasing direct from them any of these '93 Victors.

Very truly yours,

Chicopee Falls, Mass., March 15, 1894.

OVERMAN WHEEL CO.

Late Wednesday afternoon THE BEARINGS man called upon A. G. Spalding, who took the greatest pains to explain his exact position in the matter and told a story of considerable interest. In fact it was not intended for publication, but was merely explanatory of the whole affair in which Mr. Spalding figures. When asked regarding the circular letter, a copy of which was on his desk, he said:

"What do I think of it? Well, I'll tell you. It looks very much like a scheme to injure our credit. What should you judge the sentence means when it says 'knowing collections were slow and believing them to be in need of financial help asked, we granted them application.'"

"But there is an interesting story in the case," continued Mr. Spalding, "the letter purported to have been written by us to the Overman Wheel Co., and given here in the circular, was in fact

Written by A. H. Overman Himself,

together with three other letters, which are needed to fill in the story, on Overman Wheel Co. paper and signed in the presence of A. H. Overman in the factory at Chicago on August 9, '93. These four letters were a part of the great lot of fol-de-rol that was required to do business with A. H. Overman. If the other letters were given, it would be seen that the 600 wheels spoken of were those of which you spoke last week—Victor wheels that had been returned to us by agents all over the country because of the poor finish, and which we returned to the Overman Wheel Co. to be fixed up in the shape they were guaranteed to be in.

"After our dealings with the man we did not propose to let him have all those wheels without the paper to show for them. When the market broke, after the Warwick cut, we quickly saw that we were going to have a lot of wheels left over. In the lot were the 600 imperfect ones. My brother, J. W., and myself went to the Overman factory to arrange matters with Mr. Overman so that in case we carried over these wheels and the list came down, as we foresaw it would, we could secure an allowance on them equivalent to the difference between the new and old prices. All first-class manufacturers, business men like Gormully and Pope, made the allowance voluntarily, but not A. H. Overman. It was a long time before we could induce him to take these wheels to fix up properly. One conference resulted disastrously, and when we came together for the second time he had the letter in the circular and another from us to the Overman company, and two more from him to us, all written out on Overman company paper, and ready for us to sign. We demurred, and would not sign. It could all have been done in a dozen words, but he would have it, we must sign the letters as he had written them. We knew our man and did so, taking his notes for \$54,000 as specified in the letter. But, unlike the circular, we did not have to use the notes, and when after a long conference we received the wheels, we returned his notes to him all in the month of December. You will notice in the letter that we are required to give him our own notes a week before his fall due. This was a scheme, and had we followed it out he would have been into us for \$108,000, don't you see. But we fooled him when we returned to him his own notes.

"In his (over) letter which he publishes he appears to have done us a great favor. Indeed, if that was his scheme it was the first favor, even though only on paper, that he ever did for us. He should have published the letter that goes with this in regard to imperfect wheels. That would have placed a new light on the matter.

"I have all the letters, and when the story comes out in the entirety in court there will be a sensation.

"The circular is malicious, and if I read correctly, is an attempt to cast a reflection on our credit.

"Why! I bolstered up the Overman Wheel Co. for more than one year by advancing money for all wheels taken by us in a year as early as December. So we could have wheels all right.

"To me it looks throughout very much like a scheme to oust us and appropriate all the good work we have done in the territory which was ours.

"As a matter of fact we have never broken a contract with the Overman company, and this will all come out.

"Mr. Overman opened Chicago and New York stores, and sent Will Overman and Charlie Overman to take charge before a word had been said to us about breaking a contract.

"He refused to make a new contract for '94, or to return the 600 wheels sent for repair, until we had given our notes as per the agreement, and that before the wheels had been touched he acted like a boy in the matter, and his attorney, White, begged us to accede to his demands that an agreement might be effected. We refused, and I, for one, lost my temper.

"I told Mr. Overman if he left that conference at the time, through that

door, he would enter the same way. I have not seen him from that day to this, and I don't want to.

"He says that we only took 200 wheels after June 1, 1893, but he fails to state that we took 5,000 wheels previous to that time. My position was all right in that contract. When I purchased stock and was elected vice-president, I supposed I was to have some voice in the company. I had none. If a meeting of the directors was to be held on Friday I received notice that morning, as per law, to be in Hartford, Podunk, or elsewhere, on that morning. I never was at a meeting of the board, but had I not had perfect confidence in the man, I should have been. Imagine my surprise then to see the Overman factory doubled one year, again doubled, and yet again, and the output reaching immense proportions, and I with a contract for 40 per cent. When I made the contract I could easily take care of it. I called a halt, or tried to do so, but could do nothing with Overman. He wanted to have the largest factory in the world. What he will do with what he has without my help I can not see.

"My position in this matter in this: If I had followed my inclinations I would rush these wheels on the retail market for a song and swamp Overman. But I can not help but heed the popular demand and refrain. I do not want to cause a recurrence of the panic of last year. Nor do I want my name at the head of such a panic. I must, therefore, try to clear my skirts in the way laid down in my circular, if the agents will help me. I can not eat the wheels, and too much money is involved to hold them until they rot. I have letters and letters from agents and manufacturers, one of whom offers to bear his share of the expense and then burn them up. If I can not place them with agents my course will be to let them go. I could have had the money in my pocket today by running advertisements in the great dailies of the country, but we will see how the following letter which I am sending out today will result:

TO VICTOR AGENTS.

Gentlemen: Referring to the circular letter that we sent out on the 12th inst., asking for orders from Victor agents for the 1,000 Victor bicycles, 1893 Model, that we have on hand, would say that we have received many replies commending the course we are pursuing in our efforts to dispose of these wheels, and asking for definite prices; therefore we have decided to offer these goods to Victor agents at the following net prices. Terms, net cash, upon receipt of the goods:

Victor Flyers.....	\$80.00 each
Victor Model D.....	75.00

These goods are brand new and all right in every respect, the greater part of the stock having been recently gone over by the manufacturers and re-named. In making these prices we reserve the right to dispose of any surplus we may have on hand at retail, at such prices, and in such a way as we may see fit. We trust, however, that we may receive sufficient orders from Victor agents to dispose of all these goods at the above figures, which will entail considerable loss upon us, but we want to avoid the demoralization of the trade that we fear will follow the offering of these wheels at a cut price to the general public. This offer is made only to close out the stock we have on hand, and we would request an immediate reply as to how many you can use.

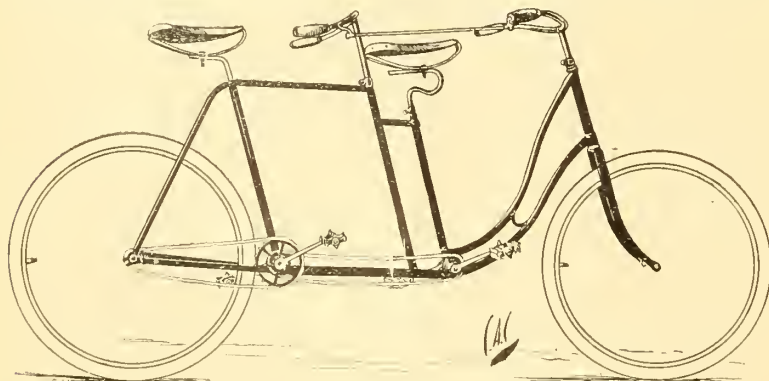
Yours truly,

A. G. SPALDING & BROS.

CHICAGO, March 21, 1894.

A Columbia Tandem.

A machine that has been attracting considerable attention in Chicago is the Columbia tandem, built for O. B. Jackson, manager of the Pope company's Chicago branch. This machine was built in the repair shop by John



Webber, and weighs but forty-eight pounds. As may be seen by the illustration, the lines of both the ladies' and gentlemen's Columbias are preserved in the tandem. It is geared to sixty-two inches, and the recent tests given it by Mr. Jackson have been very satisfactory indeed.

More Bicycle Suits.

There is another war in the bicycle business, as the following, from the St. Louis Post Dispatch, of March 18, will show.

The Carbo-Alumina Metal Co., who filed suit against the St. Louis Refrigerator and Wooden Gutter Co., Thursday, asking for \$50,000 on account of alleged breach of contract, yesterday, through its attorney, Thomas A. Russell, began another suit for \$100,000 for damages claimed to have been sustained by the appropriation of tests of the plaintiff's metal to imitations of it.

Frank G. Sark, president of the plaintiff company, claims to be the inventor of an aluminum alloy, which he says was perfected about a year ago, after five years' experimenting. The process of manufacture is a secret, he says, which analysis has failed to disclose. He asserts that a contract was signed May 23, 1893, according to the provisions of which the defendant company should purchase 1,000 pounds a month of metal castings from August, 1893, to January, 1894, and thereafter 3,000 pounds a month during a period of five years, at the price of \$1.50 per pound. During this time no other party in the United States or Canada was to secure the metal for the purpose of making bicycles.

Plaintiff charges that the defendant took away its patterns on a flimsy pretext August 20, 1893, to prevent the execution of the contract, and that it immediately established a foundry of its own. The defendant wrote a letter professing to cancel the contract October 10, 1893. Plaintiff further charges that, contrary to the contract, the defendant immediately set about to procure another aluminum alloy, advertising their imitation under tests made with the plaintiff's metal. Plaintiff alleges that the defendant had some of plaintiff's castings tested about December 1, 1893. Plaintiff charges that the defendant has published this test to the world as a test of its own metal. This, it is charged, has almost ruined the plaintiff's business.

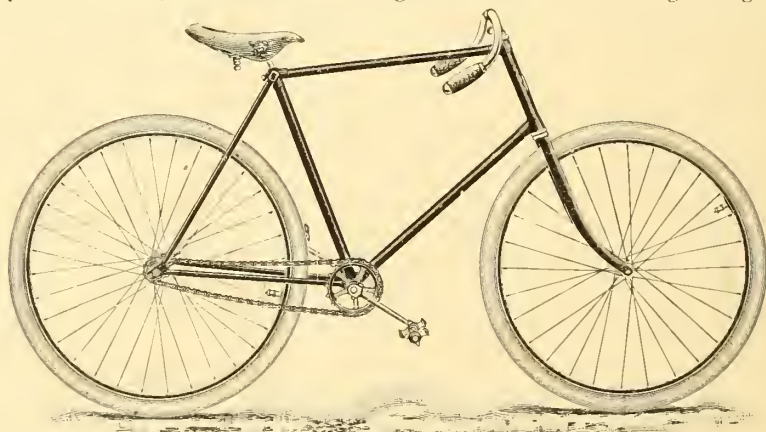
Plaintiff asks for \$100,000 damages, demands the return of the patterns and an injunction restraining the defendant from advertising itself as the discoverer of this metal, and from making aluminum bicycles for five years, and prays for the enforcement of the entire contract.

As a further cause of action, plaintiff charges that defendant failed to keep its contract for the purpose of obtaining possession of a sealed envelope containing the trade secret, under the provisions of another agreement, signed May 29, 1893.

The plaintiff prays for an injunction restraining the defendant from endeavoring to obtain this envelope and from using this secret if so obtained.

"Tribune Model B."

For a firm that has been in business for such a short time the Black Mfg. Co., of Erie, Pa., is certainly cutting a wide swath. Their '94 catalogue which is just out, is certainly first-class in every particular. They illustrate five wheels, among them being the Tribune Model B., twenty-one and a half pound roadster, listed at \$150. To bring this wheel down to this light weight



a great deal of extra workmanship had to be put into it, and therefore the cost increased a little. This wheel is fitted with wood rims, Hartford road racing tires, and can be used either for track or road racing. The Model D is the same as the B, except that it has a deep frame. The weight is the same.

Very Good Trade at Kansas City.

KANSAS CITY, MO., March 19.—The season of 1894 has opened up very encouragingly. We are having warm, bright weather, and the cycling stores are thronged with prospective buyers, not only wheelmen, but persons who never before have evinced the slightest interest in cycling. Considerable business has already been done, and the conditions are most favorable for a good trade. As far as can be learned, no disposition has been shown to deviate from the list, except to spot cash buyers, and no high prices are being allowed for old wheels. Second-hand, high-grade machines of 1893 are held firmly at \$75, and several sold at that price.

About twenty-five of the highest grade wheels are represented here, and the list is added to every few days. The latest arrivals are the Stearns, in twenty-two and twenty-six pounds, by C. H. Rebencheid & Sons; a twenty-one pound Imperial, by W. W. Egnaw, and twenty-six pound March by the Midland Cycling Co., and a full line of Sunols by the Richards & Conover Hardware Co., who are general agents for several states.

Indiana Company at Springfield.

The Indiana Bicycle Co. write that they have withdrawn their agency and backing from George M. Hendee and have opened a new and beautiful store of their own in the same block, at Springfield, Mass. Mr. Charles F. Smith, president of the Indiana company, assisted by Leon Johnson, Frank W. Wood, and Charles H. Wyman, three of the firm's traveling men, were present at the grand opening, which took place last Wednesday. There were over 300 Waverleys sold at retail in Springfield last season, and the company expect to double the sale this season. They are received by the Springfield wheelmen with open arms. The Indiana Bicycle Co. are congratulating themselves on the way the Waverley is being called for. On last Monday and Tuesday they booked more orders than they ever did in any two days before in the history of the firm. Trade people who are familiar with the immense business this concern has always done will realize that that means something big. They say their business for this month will run far in excess of the largest month last season.

The Marion Cycle Co. are covering the wood rims of the Halladay-Temple Scorchers with celluloid of a rich wine color. It is a great improvement in looks, as well as a decided protection against climatic effects. William H. Halladay, president of the company, has gone to California to open a branch house for H.-T. Scorchers.

SOME BROOKLYN TRADE NEWS.

BROOKLYN, N. Y., March 18.—Trade in this city is gaining in strength and bids fair soon to be in full sway. All we need is a few more days of this spring-like weather to reassure the public that the winter is gone, and beyond a doubt the cycle stores will have more than they can well attend to.

The principal subject talked of right now is the Brooklyn branch store of Wilson-Myers Co., who have gained possession of what was formerly "Avon Hall." It is located at 1217-1219 and 1221 Bedford avenue, and when occupied by the Liberty people will be known as Liberty Hall. Alexander Schwalbach, having had the entire management of the place given to him, will be in charge. It makes a most valuable addition to Cycle Row, and as far as being thoroughly appointed it is certainly without an equal. The Wilson-Myers Co. have leased the entire building, three stories and basement. The first floor will be elegantly decorated, carpeted in velvet, and as thorough a model salesroom made of it as is possible. The floor space is 60 x 80 feet, and the ceilings are extraordinarily high, and finished in oiled, polished hard wood. The plate glass windows to be placed in the front of the salesroom will be 8 x 12 feet. Upstairs, what was formerly used as a concert hall and theater will be transformed into the riding school, with the most daintily appointed ladies' retiring room that money and good taste can furnish, leading off to the rear from the school. On the occasion of a dance or reception, ladies' and gentlemen's cloakrooms are but one of the many conveniences. The top floor will be used as a store and repair shop, it being light, clean, and roomy. In the basement will be left the bowling alleys, for wheelmen or customers use, also for rent to clubs for tournaments. They expect to open by April 1, but the formalities will be put off until after Easter when thousands of elaborately engraved invitations will be sent to various customers, friends, city officials, etc. The floral decorations on this occasion will be of the grandest kind, and, as Mr. Schwalbach remarked: "We want to do this thing up so thoroughly and impress the people so deeply that in future when asked where the principal store of the kind is located, they can not think of anything save the Liberty." When the festivities are in order there is no doubt of the immediate success of Liberty Hall.

At the branch of the Brooklyn Cycle Co., 1216, 1218 Bedford avenue, minor repairs and alterations are being carried on, after which Mr. Seyffert, the popular manager of the store, will undoubtedly have more than enough business to attend to. The Brooklyn Cycle Co.'s headquarters are at 555 Fulton street, the branch handling the same line of wheels as the main store, viz.: Columbias, Hickorys, Hartford, and Fulton Specials. Prospects are as usual with the handlers of Columbia, good.

James C. Merwin & Co., at 1190 Fulton street, are handling Majestics almost exclusively. They report inquiries brisk and prospects bright. Mr. Merwin was formerly connected with the firm of Merwin, Hulbert & Co., of W. Twenty-third street, New York. Aside from the bicycle part for his business, he carries a complete line of sporting goods. The personal popularity of this gentleman stimulates his trade to a degree where success and prosperity alone can be the outcome. Last year he sold over 250 Majestics, and from the outlook, this season promises to far eclipse that of 1893.

The Bedford Cycle Depot, of which genial Matt Shannon is proprietor, does a general repair and renting business, aside from his retail business. The Bedford Cycle Depot is located on Bedford, between Park and Flushing avenues, and is always crowded with customers.

Ike Bowdish, is volapuk for "good fellow." He is located at the store of Bensinger, McDonald & Bowdish, 1311 Bedford avenue, and is at all times pleased to receive his friends, always having time for a pleasant chat, notwithstanding the "rush" which may be on hand. As was stated last week this enterprising firm carry a complete line of Raleighs and Stearns wheels, with which is coupled the most extensive renting business on Bedford avenue. Mr. Bowdish has created a novel system for making sure of his installment patrons. It is a series of printed notices, four in number, each one being a little more abrupt than the previous one, until the fourth and final one is an absolute demand for either the return of wheel or immediate remittance. Should neither one of the notices bring the delinquent to time a constable is sent after the machine, after which it is kept by Mr. Bowdish for one month, subject to redemption on receipt of unpaid balance to date. The idea is a perfectly businesslike and generous one, and will undoubtedly be the means of getting for him a lot of customers.

Louie Peoples, at 1175 Bedford avenue, finds business as fair as can be expected considering the season of the year and the general feeling prevalent in financial circles. However, he is getting his share of the custom and should make his new departure a complete success. We wish him the brightest possible kind of a trade year. He handles Victors as leaders.

W. F. Murphy claims to be doing a fair business only; he has not ordered any '94 line of wheels, nor will he contract any obligations until he has decided that all important question of the hour, "to be or not to be" a

professional. He is negotiating for the sale of his place, which should be an easy matter. Murphy also has had a good line of business, and customers galore.

How Stearns' Chains Are Tested.

E. C. Stearns & Co., are equipping their machines with a chain, for which they claim decided advantages. They are very careful in the selection of the stock worked into the chains, the center links being hardened tool steel and the side links carbonized stamping steel. After the chains are set up and riveted they are put under a strain of 2,000 pounds, and if the slightest defect appears they are discarded. Then the chains are placed on a testing machine of E. C. Stearns & Co.'s own design, which not only takes out the minute kinks but guarantees them a facility of action over the sprockets that could not be obtained by years of actual use. This testing machine, consisting of a combination of sprockets, is speeded up to a gait of about two miles a minute, and the chains are given this journey for a time sufficiently long to thoroughly establish their perfection. As the chains come off this machine they show no perceptible variation in length. A thirty-second part of an inch is the greatest excess ever noted. Unless a chain goes through this test smoothly, easily, and evenly, it is thrown out.

The New Dunlop Racing Tire.

LONDON, March 3.—The new Dunlop racing tire found its way to London this week, and your correspondent has inspected a sample. Attached to a thirty-inch Warwick rim weighing one pound six and one-half ounces, the one and one quarter inch cover weighed fifteen ounces, and the tube and valve five and one-half ounces. Instead of canvas the lining is composed of two layers of cotton threads—one layer crossing the other. In all other respects the tire resembles the '93 Dunlop in pattern. The new valve is exceedingly neat and simple. The bounce of the tire when inflated is excellent, and the cover is very soft and flexible. The writer was very favorably impressed with the novelty, a specimen of which has been ridden 900 miles as a test. The thread lining is not intended to be applied to road tires this year. The new London manager, Mr. S. Hill, is full of confidence in the company's new path tire. He says the idea was not new, but had been in the firm's possession for some time. The general craving among racing men for fabric instead of canvas caused them to produce it for this year's trade.

The brother of E. K. Shipton, of the Cyclists' Touring Club, F. H. L. Shipton, has placed upon the market an anti-puncturing shield which is to be worked by the Shipton's Shield Syndicate, Ltd., capital \$50,000.

The lawsuit between the proprietors of the Clincher and Macintosh tires was completed this week, but judgment has been reserved.

Fire at 'Frisco.

SAN FRANCISCO, CAL., March 9.—Thos. H. B. Varney, the Rambler agent, has moved further up town. The new store is handsomely fitted up. Mr. Varney carries an immense stock of that

popular mount, but it is decreasing every day as the fine weather is now coming on and the sale of bicycles has increased accordingly. The first racer to arrive came in yesterday and was immediately taken up by T. A. Griffith.

Davis Bros., the local agents for the Cleavelands, were burned out last week and lost about fifty wheels of their own stock and half a dozen left with them for repairs. The Lozier company immediately made good the loss to those whose wheels were in the repair shop. The Pacific coast branch will supply all wheels until Davis Bros. rebuild.

Want the Best Money Can Buy.

According to R. B. Abbott, of the Raleigh company, who returned from a trip in the west the past week, the list price on bicycles of \$125 is a myth, as the purchasers throughout the country are buying, as a rule, the highest priced wheels of the same grade as selected. They want the best and where one manufacturer turns out a wheel at the new and the old price they will, in the majority of cases, select the higher priced machine. He saw a half-dozen cases of this kind on the trip. He found that the dealers were buying wheels in small lots only and watching for better times. He placed orders at Peoria, Kansas City, St. Louis, Pueblo, Colorado Springs, Lincoln, Des Moines, Independence, Iowa City, and a number of other cities. Harry Hanford is now out in the western territory and doing well.

N. Y. Tire Co. Will Move.

The New York Tire Co. will move shortly from their factory at the corner of Greenwich and Bank streets, New York, to a location in the bicycle district up town. Captain Frank White was seen by a BEARINGS man recently and he seemed to be in the best of spirits and was well pleased with the amount of business that his company is doing.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
YOUR NAME IS VALUABLE
TO US
WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE
MORGAN & WRIGHT
CHICAGO

Everyone Moving in St. Paul.

ST. PAUL, MINN., March 17.—The weather for the past week or so has proved vexing enough to the wheelmen. Two or three times the streets have become quite clear of slush and in fairly good shape for riding, and then along comes enough snow or rain to put things back again. Another fall of snow occurred Saturday night, which will prevent much riding this week.

Hardly one of the bicycle firms here will occupy their last season's stores this year. F. M. Smith & Bro., who were formerly on St. Peter street, have secured larger and better quarters on Sixth street, the leading retail thoroughfare, and with an excellent line of the leading wheels, including the Rambler, March, and Liberty, and with B. B. Bird, T. L. Bird, and Geo. T. Biggs, who are among the fastest riders in the northwest, as representatives on the track and in charge of the retail trade, this firm should prove one of the most popular in the city.

M. F. Kennedy & Bros., who last season used a portion of their store on Third street for their cycle trade, have this season rented the entire Fourth street end of the Lowry Arcade, about 100x150 feet, and they are fitting the place up to embrace a riding school, reading room, gymnasium, and repair shop, with W. H. Breckenridge and C. W. Saunders in charge. Their line includes the Columbia, Victor, Hartford, and Derby.

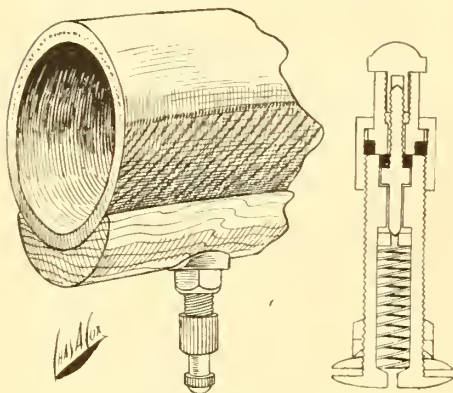
The St. Paul Cycle Co., last year located on Third street, are this spring on Wabash street, within half a block of Kennedy's new store. Their line consists of the Lu-mi-num, Phoenix, Western Wheel Works, Lovell Diamond, and others.

W. R. Burkhard, on Third street, has not yet secured a separate store for his cycle department, but it is possible that he may yet rent other quarters. His line is a fine one, and includes the Raleigh, Stearns, Sterling, Remington, and the Hickory.

All the dealers here are prepared for a brisk season, and the reduction in prices this spring will undoubtedly help trade somewhat in this section.

The New Palmer Valve.

The Palmer Pneumatic Tire Co. have a new metal valve that is very clever. It is designed for use



when a valve stem is taken off through riding the tire soft, or by the tire creeping. It is in several parts, and in case of a pulled-off valve is taken apart and the end is placed through the hole, which is only about one-eighth of an inch in diameter, where the valve is attached to the tire. The valve is then put through the rim and a washer and set nut on the upper side holds it firm, while the balance of the valve is the same as the usual valve.

Thus the rider is in no danger of losing a good tire even though his valve does pull off. Everywhere this device has been shown—it has been out now about two weeks—it has taken well. It adds nothing to the weight of the tire, and does not look unsightly. This valve is so well thought of by the Palmer company that they contemplate using it altogether in the future.

Trade Changes.

NEWMAN, ILL.—George White, implements and vehicles; will add bicycles and desires manufacturers to quote prices.

WASHINGTON, D. C.—M. A. Tappan, sporting goods; will add bicycles, with G. G. Armor as manager.

WATSEKA, ILL.—M. A. Gilfillan, hardware and bicycles; sold out.

LOUISVILLE, KY.—Martin & Dressing, bicycles; new store, Fifth avenue, near Walnut.

BEDFORD, IOWA.—W. M. Remsey, hardware and bicycles; now Bedford Hardware Co.

WESTBORO, MASS.—Beacon Cycle Co., plant reported sold to the Dinsmore Typewriter Co., of New York, who will operate the factory.

HUBBARD, IOWA.—Chrisman & Van Patten, hardware and bicycles; succeeded by White & Van Patten.

DETROIT, MICH.—Overman Wheel Co.; will open branch store at 214 Woodward avenue.

NEW VIRGINIA, IOWA.—J. H. Drake, hardware and bicycles; succeeded by W. A. Braucht.

PARNELL, IOWA.—Black Bros. & Grady, hardware and bicycles; chattel mortgage \$2,705, realty mortgage \$400.

ATTICA, KAN.—Voorhees & Jones, hardware and bicycles; C. E. Voorhees chattel mortgage one-half interest \$1,500.

WAUSEON, OHIO.—Harrison & Eager; bicycles, new firm.

TOPEKA, KAN.—D. H. Forbes, hardware and bicycles; realty mortgage, \$8,000.

FALL RIVER, MASS.—F. C. Nichols, bicycles; sold out.

NEW YORK, N. Y.—Red Star Mfg. Co., bicycles; removed to 239 Water street.

CENTRAL LAKE, MICH.—Doerr & Goodman, hardware and bicycles; chattel mortgage, \$530.

RACINE, WIS.—Spencer Hall will manufacture bicycles.

RACINE, WIS.—Racine Hardware Co., incorporated, capital stock, \$175,000; will manufacture as well as deal in hardware, bicycles, etc.

CONSTANTINE, MICH.—Shelden Bliss, hardware and bicycles; deceased, and succeeded by The Bliss Hardware Co.

NEW YORK, N. Y.—E. K. Tryon, Jr. & Co., sporting goods and bicycles, branch store at 220 North Second street, closed; business of the firm will be confined to Nos. 10 and 12 North Sixth street.

CRYSTAL FALLS, MICH.—Burder & Co., hardware and bicycles; removed to Rock Island, Ill.

EAST ST. LOUIS, ILL.—American Sporting Goods Co., of St. Louis, Mo., will open branch bicycle store.

DETROIT, MICH.—William P. Reed, hardware and bicycles; bill of sale.

ST. JAMES, MINN.—Veltum & Veltum, hardware and bicycles; dissolved.

TRENTON, N. J.—Consolidated Rubber Co., reported organized; will manufacture high-grade tires.

LIBERTY, MO.—Messick & Dryden, hardware and bicycles; T. E. Messick realty mortgage, \$2,850.

HAGERSTOWN, MD.—Punctureless Tire Armor Co.; reported organized, with capital stock of \$50,000; to manufacture tire armors and bicycle accessories.

BROOKLYN, N. Y.—Brooklyn Cycle Co., successors to the Schwalbach Cycle Co., incorporation reported; S. F. Frasick, manager, place of business, 555 Fulton street.

LINCOLN, NEB.—E. R. Guthrie, carriages and bicycles; sued in foreclosure, \$3,500.

ALBANY, N. Y.—Bradley Chainless Bicycle Co.; reported to have given chattel mortgage for \$10,000, to Albert F. Smith, as trustee.

LINCOLN, NEB.—A. D. Kelley, hardware and bicycles; sold out.

PHILADELPHIA, PA.—The Frank L. Donlevy Hardware Co.; opened bicycle department.

STRANG, NEB.—J. K. Livengood, hardware and bicycles; bill of sale, \$1,200.

NEW YORK, N. Y.—Automatic Mfg. Co., manufacturing cycle attachments; Chas. T. Terry reported appointed temporary receiver.

WILBER, NEB.—Shimonek & Son, hardware and bicycles; realty mortgage, \$200.

CINCINNATI, OHIO.—Gray & Johnson, bicycles; new store opened.

NEW CARLISLE, OHIO.—Isaac Ullery, hardware and bicycles; realty mortgage, \$390, cancelled.

CHICAGO, ILL.—Puritan Cycle Co., new store opened at 504 Broad street; company consists of L. J. Wyckoff, and George C. Bartow.

MCDONALD, PA.—Samuel Shane, hardware and bicycles; burnt out.

BEN FRANKLIN and COOPER, TEXAS.—E. L. Oliver, hardware and bicycles; trust deed.

GALION, OHIO.—The Bicycle Coupler Mfg. Co.; incorporated, capital stock, \$25,000.

NEW YORK, N. Y.—W. C. Hodgkins & Co.; added sporting goods and bicycling department to store at 300 Broadway.

GARFIELD, WASHINGTON.—Crumbaker & Throop, hardware and bicycles; A. Crumbaker, realty mortgage, \$1,000.

FREEMONT, ILL.—Warner Hardware Co., incorporated, capital stock, \$20,000; incorporators, L. A. Warner, G. W. Warner, and E. A. Hoefer; hardware and bicycles.

CUBA CITY, WIS.—Samuel Clemens, hardware and bicycles; sold out.

VANCOUVER, B. C.—Godfrey & Co., hardware and bicycles; judgment, \$208.

TORONTO, ONTARIO.—James Thompson, hardware and bicycles; deceased.

Palmer Tires in Canada.

John Palmer returned to Chicago from Canada last Monday. The Canadian Rubber Co., of Montreal, has been licensed to manufacture the Palmer tire for the Canadian market, and within two weeks will be supplying the Canadian trade with this popular tire.

E SYLPH---LOOKS ALL RIGHT! IS ALL RIGHT.

Many Pronounce it The
Handsomest of the Season.



This model has high-frame, and weighs 26½ pounds. We build a low frame in the same weight and pattern and furnish either wood or steel rims. We also build others in 22, 28, and 32 pound weights, including a Road Racer and Ladies' Model. SYLPH CYCLES run easy; received highest award at World's Fair, and are absolutely highest grade and up-to-date in every detail. Our new '94 catalogue just out—explains all details—will interest you. Send for one. AGENTS WANTED.

ROUSE, HAZARD & CO.

Manufacturers of Sylphs and Overlands;
Jobbers of W. W. W. Goods and others.

142 G Street, PEORIA, ILL.

Mention The Bearings



Retailers Remember

Remarkable
Raleigh
Results

R ALEIGH
IDERS
EGULARLY
ECREATE
OUND
OUGH ROADS.

R ALEIGH
IDERS
ACING
UN RINGS
OUND
IVALS.

R ALEIGHS
ARELY
EQUIRE
EPAIRS.

Raleigh Cycle Co.

289 Wabash Ave.

CHICAGO

2081-2083 Seventh Ave.

NEW YORK

ZIMMERMAN ON TRAINING, 50c.

Mention The Bearings.

AROUND THE CHICAGO FACTORIES.

The Monarch Cycle Co. is making steel rims and finishing them in wood finish that is so very natural they seem the real article.

The Plymouth wood rim is found in nearly every factory in the city. This rim is dovetailed at the joint and is made of very fine material.

George Hilsendagen, the Detroit dealer, has had 120 Monarch wheels this season and is clamoring for more at the present time.

The office force of Ames & Frost is fed at the factory every noon on the co-operative plan. A large dining-room in the factory is well filled every noon and a fine dinner is spread.

Ames & Frost are taking the greatest pains with their wheels this season and every part is made with the greatest care. Many parts have been improved and the cost has been greatly increased.

The Sunol Mfg. Co. will make about 1,000 wheels this season, at a conservative estimate. But two models are being made and the ladies' wheel of last year is being fitted over to this year's model.

The Hill Cycle Mfg. Co. will be working a double force within a week. The factory is away behind in orders and must catch up. Lennie returned this week and will remain in the city for a short time looking after the agents' list.

The Morgan & Wright factory shipped 2,900 sets of tires last Saturday. The shipments of last month are claimed as record, 35,000 sets in all. The factory is still going night and day, and the new factory is being worked to the full capacity.

In spite of the fact that the bicycle factories are all running a full force and some more than a full force there is found at the doors of the Western Wheel Works every morning at the least a hundred and sometimes 150 men looking for work.

The Monarch Cycle Co. will hereafter look after the trade in Monarch wheels in the south through an office at Atlanta which will be under the charge of a well-known rider of that country, R. F. Bunting. Mr. Bunting was in the city last week.

The Fowler Cycle Co. is located at Los Angeles, Cal., and is the company organized by Charlie Parkes, the Milwaukee racing man and his uncle. The company is handling the Fowler and is introducing it in excellent style on the Pacific coast.

W. H. Halliday, of Laramie, Wyoming, has disposed of nine Fowler ladies' wheels in '94. This is a far western country, but the ladies are evidently taking to the wheel in good style. Mr. Halliday is one of the most enthusiastic Fowler agents.

Business in Nebraska is good, according to J. P. Walters who returned this week from a trip in that country. He succeeded in placing a number of good agencies in a country that was new to the Phoenix wheel and that had been overrun with agents.

Wine colored wheels are still in demand from agents in the country, according to Frank Fowler, and the Hill Cycle Mfg. Co. is turning out a number of wheels of this color. The enamel work of this company is of the very finest, and is all done in the factory.

The Fulton Machine Works will turn out this week a special racing wheel to weigh not an ounce over sixteen pounds, and to sell at \$160. It will be guaranteed for any weight racing man for path work. Drop forgings are used throughout and no lap brazing.

A. Kennedy Child may be one to open an office in Chicago for the conducting of the western end of the immense business of the Curtis-Childs Mfg. Co. He is satisfied that the city is the place for a big business and the center of the bicycle trade of the country.

Mr. Hill, of the Hill Cycle Co., says that the present rush of business is a surprise party to him, as he had expected a continuance of the hard times. He is still a little suspicious of the times and thinks there may be a lot of last year's wheels that will have to be sold out and that this will hurt the market. He is rushing things at the factory and will endeavor to keep up with the orders.

A. J. Nicolet is making a systematic canvass of the city in the interests of the Eastern Rubber Works. He has visited every factory in the city and seen all the repair men. Being a little late in the season about taking hold, he is not meeting with the success that would have been his earlier in the year. Yet he is not backward and is getting orders from all quarters.

"Pop" Field left Chicago this week for a trip in the west introducing the Sterling. He has the western territory for the wheel and has placed a number of agencies on the last trip. If he can place the coast with a number of large firms he will return in a month, but if the territory has to be farmed out, he will be gone several months. He goes via Denver and Salt Lake City to Portland, and thence down the coast and returns via Texas and the south.

Ames & Frost report good prospects for business, with the buyers very conservative. Orders are being received in plenty from dealers that are away up as regards credit. No orders are being taken from incompetent men in the trade and the motto is being followed of "slow but sure." The output of the factory last year was about 5,000 wheels and that of this year will be about the same.

C. H. Peck, the "Napoleon" of Chicago cycling, is about to embark in the bicycle business, and will sell the Rambler and other wheels in a most excellent location at 2968 Drexel boulevard, and 3969 Cottage Grove avenue, the store opening on the two streets. He will rent, repair, and sell wheels, and if he carries into the business the same perseverance as shown on the road and path, will meet with success.

A. L. Collins of C. E. Guyon & Co., of New York, was in the city all last week. He came in from Buffalo to try and hurry some of the wheels sold. He has found a good field for the Monarch in New York state where the wheel had not previously been sold. He has found no signs of hard times in that territory although a half-hundred traveling men have been over the territory before him.

The Monarch Cycle Co. will turn out not less than 6,400 wheels this season. The stock is on hand for this number. The output of the factory last year was less than 5,000 wheels, and all were sold. The wheel this season is being made far better than was that of the previous year, and is sold for less by a half-hundred dollars. The Monarch Cycle Co. will not admit that any other wheel on the market is a whit better made.

Bicycle suits are made by C. W. Barr, of this city. He makes this an exclusive line and has all the business that he can attend to at the present time. Mr. Barr made 3,800 suits last year and will triple the output the present season. He has twelve styles of suits, including a ladies' skirt which is divided after lines of his own. He claims that this is a more sensible suit than the bloomers so freely advocated for lady riders. His suits are sold in all parts of the country. His latest is an English suit named after N. H. Van Sicklen, who first brought out the present uniform in this country.

With his coat off and a wild look in his eyes, Stillman G. Whittaker was seen in the stores on the row this last week. He was showing the Providence tire in all its greatest strength, and was successful in gathering a crowd around him at all times. He would blow one as hard as a rock and bounce it to the ceiling, and he would puncture the inner tube and at once blow up the second inner tube and then puncture that and still have a tire that could be ridden. His great bulbs, blown from an inner tube and looking like huge balloons were the cause of much wonder. Stillman G. is a great salesman.

Frank Fowler says that all through the south he found none but encouraging words for the Fowler and for the Fowler *Truth*. He obtained many ideas for the *Truth* in his trip, and these will be brought out from time to time. He likes the business of editing, and will speak his mind freely on some of the subjects of the day. Mr. Fowler took orders in his four weeks' trip for 235 wheels, and placed the following agencies: Geo. H. Hart & Son, Paducah, Ky.; Ben Marshall, Frankfort, Ky.; Varden & Co., Paris, Ky.; Attersall & Son, Winchester, Ky.; H. Van Antwerp, Mt. Sterling, Ky.; C. O. Updike, Lexington, Ky.; Gray & Johnson, Cincinnati, O.; W. H. Woodruff, Knoxville, Tenn.; Kirby Cycle Co., Chattanooga, Tenn.; D. Snitjer, St. Louis.

The present state of the bicycle market is just as was predicted by Mr. L. M. Richardson, of the Monarch Cycle Co., at the time he left the employ of the Humber Cycle Co. to enter the employ of the present company. He then claimed that the American-made wheels were being made so good and so cheaply that the imported wheels would be out of the market before many years. He claimed that the English wheels would never sell after the close of the year, and the fall in the sales was noticeable at the time he predicted. He claimed that the American wheels could be made for only 10 per cent more and could be marketed for 25 per cent less than the English wheels.

Frank Fairburn, of the Erie Rubber Works, was a visitor at the factories the past week showing the Keystone detachable tire. This tire is attached to the rim with a string which is wrapped around the edge of the tire at the least four times. But the string is not strictly necessary to the safety of the tire, as it will hold without the string. The inner tube is constrictive and clinches the outer cover to the rim. Mr. Fairburn has taken orders from all places he has visited, and is well pleased with the outlook for the coming year. In regard to the proposed suit of the Dunlop Co. on the patent he says that it would be the best thing that the company could have happen. He is sure of his patent, and would hail a contest with joy, as it would increase the value of the company's patent in England.

The Two Speed Bicycle Co. has an office at 1413 Chamber of Commerce Building and a small factory at St. Charles, Illinois. They are making only a dozen machines this year and will send these in to the cities of a hilly country that they may be thoroughly tried. If they prove what is wanted the company will begin the manufacture of the wheels at an early time this fall. This wheel is a practical double-gear bicycle with a changing device that can be operated with ease by the rider while the machine is under full speed. It weighs but two pounds and can be changed from a forty-eight to a sixty-three inch gear almost simultaneously. There are two sprocket wheels and one chain which is forced from one wheel to the other by means of a lever directly under the seat.

The Fulton Machine Works is turning out wheels nowadays at a good rate. The Thistle safety for '94 is very greatly improved, and the output of the company, 500 wheels, will be far from sufficient to fill the orders received. The members of the Fulton Machine Works, makers of the Thistle safety, are all Aberdeen Scotchmen. All are expert machinists

A POPULAR TOAST.....

Here is to the Cyclone, more perfect than all,
Without levers or lumps, great or small.
It never originated in a German brain,
As its principle was worked out before he came.



...LOW PRICES...

AND

**BEST MECHANICAL AND CEMENTED TIRES
ON EARTH.**



Our prices are astonishingly low considering quality.

Save money by sending for them

TO THE MANUFACTURERS OF



**CYCLONE,
REX, ...AND...
CLIMAX.**



EASTERN RUBBER MFG. CO.

TRENTON, N. J.

formerly in the employ of the large manufacturing companies of England and America. All came from Aberdeen, Scotland, and have the true grit of that country's representatives. They have built up the business now enjoyed with good work, and have \$20,000 worth of machinery as the result of the business done last year. They will accept none of the capital that has been freely offered them, but prefer to go it alone. The company was the first to build an exceedingly light wheel on this market, and claim to be the first to build the present style of high frame.

L. J. Wagner, of the Derby Cycle Co., has evolved a scheme for the introduction of the firm's wheel in this city which is novel and worthy of success. It is his intention—and a little more than intention as he has carried the scheme into results—to place a number of small agencies in the prominent cigar stores and drug stores of the city, and either fix the owner up with a discount on the wheels or place a man in to sell wheels, and allow the owner a percentage on the wheels sold. He already has agencies at the following places: Clark street and North avenue, Thirty-first and Michigan avenue, Thirty-seventh and Cottage Grove avenue, Forty-third and Calumet avenue, Lincoln and Clybourn avenues, 592 West Madison street, Jackson boulevard and Western avenue, and in Evanston, South Evanston, Oak Park, and Austin. He has many more that are practically secured. In all he has his sign on the windows, and in some a man is placed in charge. His store at the corner of Madison and Dearborn streets was the first in this line, and was a surprise party to some of the trade because of the speedy success.

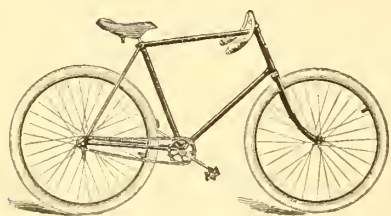
While so many are looking for places on Cycle Row, in Chicago, a plan that is proposed by a prominent business man may not come amiss. It is that a popular wheelman open a store and place the several makes of wheels that are now begging for places in the row, on sale. None of the various makes of wheels would be talked more than the other and all would be given an equal chance in the market. All goods would be taken on consignment and the manufacturers would have to carry the accounts when time sales were made. The manufacturers would be allowed to have no direct representative on the grounds, but would be allowed to come to the store to show the wheel to a customer they might have. Such a place could be made the headquarters of the wheelmen of the city with a reading room and storage rooms. A repair shop, tire repair shop, and reading room could be run and lockers provided for men who wished to leave their riding clothes at the store. For all of these money could be obtained, and the grand total would make up a nice business.

Harry Hilliard Wylie has been disposing of about twenty wheels a week in Pennsylvania and New York state in the small and large towns. On the last trip he placed the following agencies: M. C. Adams, Hanover, Pa.;

A. P. Gotwalt, York, Pa.; L. B. Shillow, Columbia, Pa.; Frank Leinbach, Harrisburg, Pa.; J. H. Tragressor, Lancaster; Taylor Brinton Co., Westchester; Supplee Cycle Co.; Norristown; J. G. Cramer, Bethlehem; L. E. Bixler, Easton. In New York State he placed orders with the following for Ariels and Essex: A. N. Hansen, Suffolk; Horter & Dean, Goshen, Suezy & Smith, Middletown; John Orben, Port Jervis; J. T. Symonds & Co., Ariel, and Fisher & Smith, Essex, at Binghamton; Fred Steves, Owego; Corey & Co., Elmira; McClune Cycle Co., Ithaca; E. G. Richardson, Cortland; W. L. Doremus, Cozenoria; Chas. Wolf, Canastota; C. G. Miller, Ariel, and Fulmer & Dalton, Essex, at Rome; Utica Cycle Co., Utica; Nellis & Tabor, Herkimer; Wm. Rix, Illion; Thall Bros., Clroversville; J. C. Kearney, Amsterdam; Wm. Seaton, Jr., Troy; A. V. D. Cillier, Cocksackie; T. D. Turner, Kingston; C. M. Harmon, Chatham. He has placed an agency a day with ease, so he reports, and will go into the New England states at the close of his trip in Pennsylvania.

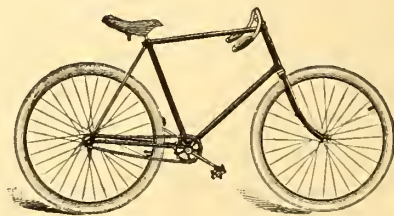
Donnelly & Deward, situated at Roby street and Blue Island avenue, are making a novel wheel which has been seen on the streets of the West Side quite frequently of late. The frame is of three-eighths-inch steel wire, and the wheel is not brazed. The attachments for the frame are all of aluminum bronze. It is a double frame with the working parts all on the inside. Mr. Donnelly claims to be the inventor of the double frame. This wheel is provided with the one piece "cranks and axle" idea, which is also claimed as original by Mr. Donnelly. The front forks are also of wire of the same diameter as the frame. It is claimed for these that they have the limited quality of the advantages of the spring forks, without their evils of clumsiness and tardy recoil. Any part of the machine may bend—it is claimed that it seldom does—and may be placed in shape on an anvil in a minute. The rims of the wheels are of spring steel, which is fastened together with a special attachment. The spokes are not nipped in the rim, but are carried through and back to the hub, and crossed to make them tangent. The wheel also has special ball-bearings, and the makers seem to rightly claim that for novelty in the construction of a wheel they take the lead. This machine weighs in the neighborhood of thirty pounds, and sells for \$75. The company argues against the present craze for light weights, and says that some time the riders of today will come to their senses, and select wheels weighing heavier than some of the wheels now purchased. The wheel has a convertible handle-bar, indistructible ball bearings, and a novel chain adjustment, for which much is claimed. It is so simple in the construction that a greenhorn can take it all apart and put it together again without any trouble.

The Indianapolis Chain and Stamping Co. are running full time to keep pace with the orders.



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Buy The Best?



If you are going to invest \$125 in a new wheel, why not get a wheel that is built for THE RIDER, and is actually worth the price you pay for it. You cannot afford to pay this amount of hard earned cash for a wheel that is listed at \$125, and sold at less than half that price to a jobber, then at a good big discount to a dealer, and then at a list price to you. Don't do it; you cannot afford it; you only get a wheel that is worth about \$75, and the balance of your money is wasted. You cannot afford to do it.

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AND SEND FOR CATALOGUE



The Black Mfg. Co.,

MENTION THE BEARINGS.

ERIE, PA.



THE BEARINGS

Vol IX
No 9

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, MARCH 30, 1894.

LOTS OF NEWS FROM BOSTON.

Kerrison Appointed Official Handicapper—Teamoh's Resolution Passed and Signed by the Governor.

BOSTON, MASS., March 24.—This is a delightful climate—if you are a freak. Now, for instance: Last Saturday was so warm that people all let their furnace fires go out and the roads were black with happy cyclers. Today it is cold enough to freeze the statues at the World's Fair. But the riding season has opened, without doubt, and unless the weather goddess of this region outdoes herself and gives us a nice blizzard, it will remain open now till the close of the season at Thanksgiving time.

Throughout the week, the wheelmen and wheelwomen have been riding out into the suburbs and the hotel men have begun to lay in their summer stocks of provisions. It is doubtful if any one quite realizes how dependent the suburban and way hotels are on the cycling contingent for patronage and life. The sport has made possible this ancient feature of life—the wayside inn. Before the wheelmen began to go out into the suburbs and along the highways in such large numbers, there was no such thing as the perfect network of wayside inns that cover the land everywhere today. But this is digression. Suffice it to say that

The Season Is With Us.

and we are with the season.

Tomorrow many of the clubs will make schedule runs.

A surprise has pleased the Boston cyclers this week, in the appointment of John C. Kerrison as official handicapper for this district. Mr. Kerrison is eminently fitted for his position, through his long acquaintance with races and racing men. They are highly pleased with the selection of the racing board. Mr. Kerrison's name was the only one that went to the board with the recommendation of the New England member and he was immediately appointed and confirmed.

He is twenty-five years old and was born in England. He comes of newspaper stock, his father having been editor of the Montreal *Star*. He organized, in 1889, the first press cycling club in the world, and was its first captain. A year after it was organized he became its lieutenant. Later he was its president for a year and declined a renomination. During his presidency the club attained great strength and popularity, and it was in 1892 that it ran in conjunction with the Cambridge Club, the famous Boston cycle tournament. Mr. Kerrison originated the idea of this, carried it out, and managed the tournament which was very successful. This was the beginning of the present craze for race meets in this section. He is a member of the Press, Malden, Union, and Rovers cycle clubs and for four years has been a member of the board of officers and a delegate to the National Assembly. He has been Boston correspondent of several cycle papers and is a well-known and successful cyclist.

That Resolution of Mr. Teamoh's

has gone through after all and it is said that the governor has signed it. What if he has? It can't have any effect on the E. A. W., as the state has no power over the organization any more than any other social organization. What use this will be put to by the colored cyclers of Boston and the north is hard to say. The passage of a censorious resolution by the legislature might have some effect if the people cared anything at all about this question, but they do not in the least. Outside the colored inhabitants of the city but very few people know that there has been any such resolution introduced or passed.

Mr. Elliott has opened his new office on the next floor below that of the genial secretary at 12 Pearl street, Boston, and has begun his *Good Roads* campaign in real earnest. He is a hustler and no mistake. He brought over from New York about two tons of matter belonging to the bureau. He said the other day that he intended to have 5,000 paid subscribers by the end of the year, and he didn't for a moment doubt that this result would be attained. He intends to have just as many different articles in the magazine as possible and to have them as short and concise as possible. In this respect he is but following the general trend of the time in magazine management and literature and he is wise in so doing. This plan has proved very successful in other publications. Why not in *Good Roads*? He proposes to advertise the magazine. Said he:

"I will edit the magazine at odd moments and advertise it extensively. I

have had a huge sign put up so that every one going down Milk street will see it and I guess that people will get to talking about it before very long." He intimated that his editorship would in all probability end with the year. There will be no fiction in the new *Good Roads*. This has been suggested, but he says he does not think the magazine needs or wants it. Following out the line of advertising, he will use the columns of the *Bulletin* every week to tell the people about the *Good Roads* magazine. It will be issued April 15, May 7, and after that the first of every month. The subscription has been reduced from \$2 to \$1, and the magazine will be placed on sale through the American News Company.

Manager Bradstreet, of the Waltham track, has signed the contract with the Philadelphia concern for a five-inch top surface of his fine track of the metalithic blocks. The homestretch will be brought down to a level and the back stretch will be widened, while the corners will be left banked as they were last year. The new surface will be put down immediately and, once down, needs no attention whatever. The weather will not affect it in the least. Superintendent Corcoran says that

Taylor and Johnson Will Ride at Waltham.

Decoration Day for the trophy. He suggests that the only way to have them ride a good race without loafing is to have each man ride a mile against time and give the trophy to the fastest one, or put in a pacemaker and let the men know that if he beats them out on the stretch he shall get the prize.

Secretary Bassett has sent out his annual little renewal notice and with it the blank for the subscription to the new *Bulletin*. He explains in the circular that this is necessary to cover the postal laws, and urges replies by the next mail.

The board of park commissioners, of the city of Boston, has passed a vote allowing, or rather ordering, certain of the park policemen to be mounted on wheels, which the city will purchase. It all came from a recommendation made to the board by Sergt. W. B. Murphy, head of this division of the service. He is one of the most progressive men on the force and is universally liked for his courtesy and efficiency. In his annual report he said:

"The advantages afforded by the quick locomotion that bicycles offer, adopted by park keepers will, in my opinion, forward the proper use of the parks many years. Activity is the chief desideratum of a park keeper, and the facility of a bicycle seems to me to be a sure means of bringing about the activity necessary to prevent, or at least reduce to a minimum, violations of lay and park ordinances and of making a park a place where anyone may go at any time without fear of offensive sight or action.

"And here are the advantages of the wheel over the horse: The cost and maintenance is less; it can be laid aside more readily; more territory can be gone over; it is less dangerous, cleaner, and can be used at night to better advantage. Hence the police maintenance cost would be lessened and confidence would be created, not alone among the timid but among all visitors—the confidence the active presence of mounted officers imparts."

This recommendation has just borne fruit, and the department will soon purchase eight wheels. These will be under the command of the sergeants and they will be assigned to those men who will be most benefitted in the discharge of their duties by their use. Four will be stationed at Franklin Park, three at the Back Bay Fens, and one at the Marine Park. Officer Keith at the pier had to have a special wheel made for him of extra large and high frame, as he is a very large man weighing over 250 pounds. This scheme has been followed by Philadelphia with great success.

Americans Make Poor Showing.

PARIS, March 25.—Again has France demonstrated her supremacy on the path. In the eight-day race finished today Huret won easily with 1,749 kilometers to his credit. Linton, the Englishman, was second with 1,745½ kilometers; Williams, of France, was third, Mayer fourth, and Ashinger fifth. The American retired just before the last hour. After the race Huret and Linton were carried around on the shoulders of the excited throng.

W. F. Murphy has ridden in 529 races in the past five years and has been placed 398 times. He won 234 firsts, 88 seconds, and 79 thirds. He also captured 28 E. A. W. and A. A. U. championships.

PHILADELPHIA RACING MEN.

Quakers are Preparing for a Big Pothunt in the South--Meixell Accepts Schock's Challenge.

PHILADELPHIA, PA., March 25.—Holy week and its religious observances had a tendency to temporarily suspend interest in cycling in this city, and there has practically been nothing going on for the past eight or ten days of any importance. Disagreeable and heavy rains have been prevailing also, and this in itself was sufficient to cast a damper on the followers of the sport.

Although little or no riding has been indulged in, those in training for the coming season's races have had plenty of gymnasium work, and are eagerly looking forward to the time when they can take to the track and road. Taxis has been away, in Chicago and elsewhere, for the past fortnight. He will ride his first race of the season at the Charleston, S. C., meet. He will be accompanied by a big party of Philadelphians, a number of them being some of the Quaker City's fastest racers. John R. Kendrick, of the Park Avenue Wheelmen, and a rider of no little note, will be one of the party. He will commence active training at once, and proposes to follow the international circuit this summer, riding in class B. Kendrick weighs about 200 pounds, but is confident of being able to train down to 170, and be in good shape within a short period. Fred Donnelly, who last year handled "Quilly" Rich in such a competent manner, will probably have charge of a team of local racers this summer. Donnelly has been wintering here, and negotiations have been pending for his engagement for some time. He was at one time a racer of no mean ability himself, and his long years of experience have tended to make him thoroughly conversant with the best and most modern modes of athletic training.

Although it is not probable that there will be many race meets in this city this year, it is reasonably certain that there will be

An Unusually Large Number of Road Races.

At present every club in the city intends holding its annual championship races, and the first of the season will occur on Saturday, April 7. It will be a five-mile race, and will be held under the auspices of the Quaker City Wheelmen. The handicaps have not as yet been decided upon, but the scratch men will be Frank N. Dampman and R. Parker Rich. Handsome prizes will be awarded to the winners.

There has been nothing new in regard to Tioga track, and matters still remain the same as they did three weeks ago. It is reported that when the lease expires, on July 1, a local organization will take hold and conduct the track and grounds on the same principles as the Madison Square Garden of New York. The story lacks confirmation. It is almost certain, however, that if any athletic organization secures the track, the wheelmen of this city will be allowed the use of the same for race meets, etc. The revenue from such a source, if the track was run on a business basis, would be very large.

Meixell Will Race Schock.

A. S. Meixell, the well-known professional of Lewisburg, Pa., and Albert Schock, the winner of the recent six day's race at Madison Square Garden, will probably come together in a match race before long; that is if terms acceptable to both can be arranged. Meixell was also a competitor in the New York race, but his poor showing in the result was attributed to illness. He says: "I went into the race at Madison Square Garden with scarcely any training. I had been a very sick man and only got out of the house four days before the race. Even as it was I believe if my eyes had not gone back on me, I would have beaten Schock, the winner of the contest. I saw the latter's challenge in the papers after the race, in which he offered to meet any man in the world in a six days' contest for from \$2,500 to \$5,000 a side, and I finally concluded to come to Philadelphia with the intention of doing all in my power to try and arrange a race. If I can secure the necessary backing I will certainly accept his challenge and will race him in May for the full limit of the stakes—\$5,000. A number of my friends in Lewisburg and vicinity, who are confident in my ability to beat Schock, are talking of forming a pool to make up the stakes."

MR. SCOTT, COLORED, REPLIES.

LOUISVILLE, KY., March 26.—Concerning the action of the Union Bicycle Club, of Louisville, in indorsing the Watts amendment, your correspondent called upon Mr. Fred J. Scott, president of the club. He found him to be a pleasant and intelligent man and very willing to talk about the matter. He was born and raised in the South and knows of the race prejudice in this section. Mr. Watts came to him as president of the only known colored bicycle club in the south and spoke to him about his object in presenting his amendment and explained to him that the failure to carry this amendment meant the withdrawal of the southern members from the L. A. W.; that the organization was a social one and therefore entitled to choose its members, and under the by-laws then in force no negro could be admitted in the south on account of the southern prejudice. Mr. Scott is one of the few who do not care to force themselves where they are not wanted, and was willing to do everything in his power to show it, and persuaded his club to the same opinion. For having the courage to express his opinion, he has been

Very Strongly Condemned by Negroes

all over the country and is constantly in receipt of letters and resolutions of inquiry about his action, some going so far as to say that he was paid for the

letter he wrote. The following is a sample of the letters he has received:

18 MILTON ST., BOSTON, MASS, Feb. 27, 1894.

OFFICERS AND MEMBERS OF THE U. B. C.

Gentlemen: The Riverside Cycle Club, of Boston, Mass., having seen by the daily papers that you favor the action of the parties desiring to amend the constitution of the L. A. W. to the extent of debarring the negro from their ranks, do most humbly submit ourselves to you for an elucidation of said actions. Believing you gentlemen incapable of forgetting yourselves so far as to stand in your own light, and knowing that among our white oppressors there is no limit to low, mean, and inhuman acts, we are in doubt as to whether or not said actions be true. As a brother cycle club we feel justified in seeking for an explanation. Hoping for a speedy reply, we are

R. C. C. { THOS. BOWSER, President,
WM. H. NOTT, Cor. Sec'y.

Mr. Scott did not answer this, but says to the R. C. C. that he would refer them to the following extract from *The Future State*, a paper published in Kansas City, Mo., and devoted to the educational, social, and political interests of the negro in America: "Again the negro has tried to force a social equality and again he has dismally failed. As long as there are two separate and distinct races in America there will be the same social lines as exist today. The vote that decided the question with the L. A. W. was a far stronger one than the vote a few years ago that decided the same question with the Knights of Pythias. It is a lesson as plain and as simple as A, B, C. However much our white friends may appreciate us, they will not support anything that will compel them to recognize the negro as a brother."

In regard to the resolutions adopted at a meeting of the colored cycling clubs of Boston and vicinity and published in *Bicycling World* of March 16, Mr. Scott desires that the parties will read his letter over very carefully. If they do, they will find that he did not claim to represent the entire country but only claimed to represent the Union Bicycle Club of twenty-five members, trying to help the southern members of the L. A. W.

Mr. Scott is very much Worried

over the notoriety gained by his action and would have kept silent and stood all of the abuse for expressing his sentiments, if he had not been cornered and forced to talk. As the matter stands he gives very good reasons for his actions and deserves the praise of every L. A. W. member for his courage in upholding his convictions.

Easter Sunday in St. Paul.

ST. PAUL, MINN., March 26.—Easter Sunday has come and gone, but the accompanying weather was far from spring-like. The temperature here stood close to zero, and spring-bonnets and cyclists will both have to wait a little longer before their turn comes. The weather was bright and clear, but very few cared to brave the wintry blasts, which blew in regular March style all day, and it is safe to say that many who had counted on an Easter ride were disappointed.

The St. Paul Cycle Club has moved to its new quarters on Jackson street, and is preparing for an active season. Many new members are being received, and the club seems to be flourishing. It is understood that efforts are being made to secure a site where a three-lap track of boards or clay can be built. This subject has been discussed by the club for at least two years, but, up to the present season it has not been deemed possible to successfully carry out the project. Now, however, there is every reason to believe that the venture would prove financially profitable, as public interest in cycling events is being rapidly increased in St. Paul, and upon the strength of this fact, it is very probable that if the right parties are reached, the capital can be easily raised to start the project.

The local press has never previously given cycling much space, but from present indications one, at least, of the principal dailies of this city, will give the sport a special department through the summer.



A part of the Colorado Cycle Signal Corps in camp at Golden, Colo.

NEW YORKER'S ARE "GAME."

Seventy-five of Them Pay \$2 Apiece to See the Dans du Ventre
—Other Gotham News.

NEW YORK, March 26.—The taste which was cultivated for "sport" at the National Assembly has been nursed and fostered until pool, billiards, and whist have lost their charm for a certain class of metropolitan wheelmen, and even cock-fighting and brutal pugilism have grown tame, so last Monday night a party of seventy-five club men from New York and Brooklyn organized to witness a series of four dances by the supple Fatima, of Midway Plaisance fame. This girl, whose portrayal of the dans du ventre caused police interference in New York, has grown wealthy during the past few months, in appearing before various clubs and select parties of men, some being old enough to know better yet not too old to enjoy it. On the occasion of the wheelmen's party, a private house was obtained for the purpose and each member of the audience gave up \$2 in breathless haste and expectancy. The dances were executed in an extended style, each one being replete with all the extra frills for which the sporty element had parted with their money. Fatima charged \$125 for the exhibition. A good story is told on one of the most respected members of our most prominent club, in which he is made to be called, "Ze one granda babee," "Ah, mya papa, youa lova me, I lova you. Kissa me, babee; kissa your Fatima." As the "babee" was old enough to be Fatima's grandfather, and is at all times overburdened with dignity, his feelings, on being held up to ridicule in such a fashion, can well be imagined. However, he was flirting with the fair and fat Egyptian girl so can blame no one but himself. He was heard to remark: "For heaven's sake don't say any more until we are alone."

The Brooklyn Bicycle Club will be well represented at the M. A. C. C. banquet on March 30. Preparations have been made for the largest dinner yet given, and a jolly time is sure to be the outcome. Messrs. Luscomb, Potter, and Raymond, will speak after dinner, as will several other prominent men of cycloedom.

Bald in Florida.

In a letter received recently from E. C. Bald, and dated Jacksonville, Florida, he tells of the splendid temperature enjoyed there, as well as the grand form into which his trainer, Asa Windle, is rounding him. The part of his letter which says, "The Columbia people intend having an extensive racing team on the path this year," is in direct contradiction to the assertion of Geo. C. Smith, who claims that in a conversation with Elliott Mason, one day last week, that gentleman informed him that the Pope Mfg. Co. had decided not to have any racers for them this year; claiming that it is not necessary, as the sales were not increased by this extra expenditure of money. It looks very much like a "throw-down," as far as George is concerned. The origin of the conversation laid in the refusal of the Pope company to pay Smith's dues for 1894 in the N. Y. A. C. It was the first time the refusal had been given, and so in arguing on that point the speedy racer was served with what may result in his "obituary notice." George has been hustling for a mount for over a week. He is faster than ever, and on a good machine will more than hold his own, even in class B.

The Professionals on the Stage.

Albert Schock and George Van Emburgh, scored a distinct "hit" at one of the Brooklyn theaters last week. They are traveling with "The Vendetta" Company, and ride a five-mile race between the third and fourth acts at each performance. As the dial hands approach the finish, enthusiasm grows unbounded, and not infrequently, when the last quarter-mile is begun, the audience rises *en masse* and cheers the men loudly. Last Saturday night two of the members of the company—the leading lady and the sou-brette—tightened the chain on Schock's machine, and at the end of the fourth mile, the six-day champion did not know whether he had been stricken with paralysis or paresis. He certainly thought he had lost his power, but was immediately reassured when he saw the two practical jokers broadly smiling at him from the "wings."

These two young ladies have become cyclists since the wheelmen joined the company, and on one pleasant day last week, W. F. Murphy and "Billy" Roberts, taught them how to ride. They proved apt scholars and in twenty minutes had learned their lesson completely. Their names are Katherine Roland and Bernice Graham and they present as graceful a picture of "Beauty Awheel" as can be found in a long journey. Miss Roland is a brunette of the most decided type, while Miss Graham is a positive blonde. Attired in neat bloomers and fitting lightly over the drives in Prospect Park, they present a strikingly attractive vision of loveliness.

The Women's International Bicycle Club,

whose watchword is "We object to bloomers for women," held a meeting at the residence of Mrs. Lena Sittigs, 378 Jefferson street, Brooklyn, last Wednesday. Suggestions for perfecting the plans of the organization were discussed at length and an attempt will be made to unite all other clubs in the United States under one organization. Correspondence has commenced between the International Club and other associations in various cities. It was decided to hold another meeting on April 4, when the final arrangements will be completed and reports from various committees read. After the business had been finished a musical programme was enjoyed and luncheon served. The club numbers among its members, all of the prominent lady riders of this vicinity.

A new club sprung from the ranks of the Manhattan Bicycle Club at its last meeting. It is called the Pontiac Club Wheelmen, and the following officers were elected: President, C. W. Nason; vice-president, C. M. Cohen; secretary, W. T. Stewart; treasurer, J. Oatman; captain, C. P. Stau-

back. The inaugural club run of the M. B. C. is called for April 1, Garden City, Long Island, being the destination.

The application of the New Jersey Athletic Club, has been made to Chairman Raymond, for a race-meet sanction to which class A men alone will be eligible.

A Kite-Shaped Track In Jersey.

The plans for the track of the Crescent Wheelmen, at Plainfield, N. J., have been decided upon. It will be one-third of a mile in circumference, kite-shaped, with the small loop omitted, clay foundation and gravel surface. The opening races will be run on Decoration Day.

The colored wheelmen of Cleveland, Ohio, a majority of whom are members of the Eureka Cycling Club, are freely sympathized with and seconded by all dark-complexioned riders in this section. It is believed that, should the organization of the colored race be realized, it will be freely patronized by members of that race throughout the country. How would President of the L. A. B. sound as a handle to Mr. Backus, Zimmerman's "Dark Secret"? The local committee expects to be able to call a National Convention in June or July. The subject is being generally agitated in all parts of the United States and when the new League is launched, it will be a credit to the negro and a monument to the improvement and progress of civilization.

The Metropolitan Association of Cycling Clubs held its annual meeting and election of officers for the ensuing year at the parlors of the Columbia, on East Fourteenth street last Friday evening. The fifty delegates or more who were present voted to hold a race meet on June 30. They refused to exchange dates with the K. C. W. who are down for June 23. The vote for incorporation was passed favorably and steps will be taken immediately to culminate that issue. A race committee composed of various delegates from representative clubs was selected to complete plans for the meet. Officers elected were: President, A. Edmund Hildick, R. W.; vice president, M. A. Heath, New York Tourists; second vice-president, H. L. Saltonstahl; secretary, W. C. M. Haltze, Prospect Wheelmen, Brooklyn; treasurer, G. A. Miller, Atlanta Wheelmen, Newark, N. J. The board of directors is composed of two members each, from New York and Kings Counties and one each from Essex, Hudson, and Queens counties.

Luscomb Takes a Long Ride.

President C. H. Luscomb, of the Long Island Wheelmen, rode seventy-five miles last Sunday on the occasion of the club run to Freeport and return. Mr. Luscomb is a combination of three virtues—he is a strict business man, an enthusiastic and practical wheelman, and a firm, yet model president of the L. A. W. With becoming dignity he is nevertheless one of the jolliest members of the cycling fraternity hereabouts.

FROM OVER THE SEA.

LONDON, March 17.—I think I said in my last letter that in consequence of the turf at Kennington Oval being out of condition the Surrey spring meeting had been postponed till April 21, when it will take place at Herne Hill. Those who have tried it, declare the Herne Hill path to be faster than it was last year, so that exciting sport will be certain at the Surrey's meeting. The programme will be as in the past—the one-mile scratch race for the Sidney Cup, the ten-mile scratch race for the Surrey Cup, and a mile handicap. There will also be a new event, a five-mile scratch race for tandem safeties.

On May 5, the Catford will hold a big racing carnival at Herne Hill, and a tit-bit in the form of a startling novelty is promised. I understand this will be

A Race for Professionals.

but the Catfordians are still in doubt whether they will succeed in obtaining the required amount of support to make the race possible. Professional racing prospects are very dull at present. No licensing committee for professional candidates has yet been appointed, but this very necessary step will be taken at the next Union Council meeting, to be held in London on the 31st inst. With the exception of the Catford Club no London club has yet publicly announced any intention of holding professional events at their race meetings.

It is stated that A. J. Watson has been refused a license by the London Center.

The first of the N. C. U. championship meetings will take place at Aston, Birmingham.

The Birmingham Center of the N. C. U. has announced its intention of withholding licenses from a dozen or so of the most celebrated applicants who hold lucrative positions in the cycle trade, as the Center considers they are making money by cycling and are, *ipso facto*, professionals.

R. L. Jefferson Made a Successful Start

for Constantinople last Saturday, fine weather favoring his ride south to Newhaven. There was quite a representative little crowd to see him leave Olympia, and Mr. Bolossi Kirally announced his intention of according a prominent position to telegraphic bulletins received from the wheelmen from time to time. Jefferson looked well in his sartorial equipment, supplied by the enterprising Gamage, and carried a revolver case on his machine.

Established a quarter of a century ago when its members bestrode boneshakers, the Pickwick Bicycle Club held its twenty-fifth opening run to Chingford last Saturday. At the well-appointed Royal Forest Hotel a high-class tea was followed by a high-class programme entertainment, which a crowded gathering greatly enjoyed. The Catford's run to Riddlesdown was also a great success.

C. W. HARTUNG.

THE BEARINGS
CYCLING AUTHORITY AMERICA

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		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

ANNOUNCEMENT EXTRAORDINARY.

Last year we issued as supplement to "The Bearings" a series of thirteen colored plates of racing men—the foremost American track riders. Today these plates may be seen all over the United States, often handsomely framed as they deserve to be.

This year we are going to give our readers something new. It will be a series of plates in seven colors, better, even, than those of last year. This series will represent the leading officials of the League of American Wheelmen interspersed with ideal cycling scenes on road and path. We can safely promise that this series will be the most artistic ever offered the cycling world. The first of the series will be a plate representing a solitary tourist luggage on handle bar, riding down a typical country road. It will appear in the issue of April 13.

In response to thousands of requests, our series of racing men of last year will be duplicated in portfolio form. For particulars see advertisement in this issue.

THE SALTONSTALL CUP.

As the racing season approaches, interest is reviving over the outcome of the international races. The races will be held in Belgium this year. Naturally the question arises, "What is the United States going to do toward defending the Saltonstall trophy?" This trophy represents the championship of the world, or—to speak more explicitly—is held by the country scoring the most points at the International Meet. We did a lot of laughing at England last year over her attempts to send a team to compete in the races at Chicago, and over her failure to get the team here. Now we are confronted with the same problem that she had to deal with. Let us hope that we will not give her a chance to turn the laugh on us. Last year the English *Cyclist* started a fund to send a team to America; the other English papers did all they could to prevent the fund from reaching any decent proportions. Now the *American Wheelman*, with its usual enterprise, proposes to do the same thing in this country. So far from placing any obstacles in the way of accomplishing such a laudable enterprise, THE BEARINGS will lend every assistance in its power to further it, if it becomes necessary to resort to any such measure. It will go further and contribute liberally to the fund. It seems, however, that such a course ought to be unnecessary. It is the place of the League of American Wheelmen to see that the country is represented. With increased dues and reduced expenses there should be no lack of funds, and we can not imagine a better cause on which the League should spend its surplus. We doubt not that in proper time the Executive Committee will give the matter its attention. If at that time it does not take what seems to us to be the proper course, we will lend an active hand to provide a fund for sending a representative team to Belgium.

JOSEPH BRESSLER, AUTOCRAT.

Joe Bressler is a bigger man than President Luscomb. At least he thinks so. He is the autocrat of the Michigan division. He was suspended

by President Luscomb. He refuses to suspend. He says, according to report, that he is chief consul of Michigan in spite of the president and that he will remain chief consul. He says further that there will be no election in the Michigan division this spring. It now remains to be seen if Joe is really as big a man as he thinks he is. The committee on rights and privileges, according to the amended constitution of the League, has the power to hold elections where the division officers refuse to do so. The committee will be ordered to hold this election if, indeed, they have not already been ordered to do so. Now, if Joe Bressler is a bigger man than President Luscomb it will be in order for him to rise and explain how he is going to prevent that election from being held.

Mr. Bressler, our ears are open.

STRAY SHOTS.

A Bicycle in Battle.

The many cycle corps in the United States will be pleased to learn that a bicycle has been used in actual warfare and that it came out with flying colors. H. Ranier, of Ywataung, Upper Burmah, India, was the rider of the wheel, and he related his experience in a letter to an English firm as follows: "This country is comparatively quiet now, but occasionally there is an outbreak. The people are not unlike Irishmen in their enjoyment of a fight, and though good fellows enough and friendly to Englishmen they spoil for a dacoity with a little murder thrown in. You will see from the newspaper I am sending you that your bicycle has been of practical service in actual battle, having carried faster than possible by other means and without the warning of more noisy carriage, fire and sword into the camp of the most terrible Bo left to be disposed of by our troops and police. The effect was magical and most overwhelming, for in their retreat the enemy were so panic-stricken and reckless that they rushed right into Major Lloyd's military police. I fancy you will feel pleased at such an achievement on one of your machines.

"The hind wheel was unfortunately buckled in the ensuing scrimmage, the machine having got under someone, and a blow aimed at one of us hit the hind wheel. I, therefore, want an entirely new driving wheel without chain, but with ball-bearings just as possessed by the machine you sold me last year, and of course exactly similar in size."

Farewell to the Pullman.

And so the Pullman has been abandoned. It is the saddest news that we have heard in many a day. Shades of "Bob" Garden, "Joe" Crennan, Winship, and Lumsden, what will cycling in Chicago seem like without this classic event! It will be like a wine dinner without the wine. And all on account of those pesky North Siders who were not content to see the South Side have the attraction of the year. What if the course was rough and winding; that made all the more fun. Then there always was a spice of adventure about riding a road where you could never tell what moment you were going to take a cropper. And to think that all this fun will be lost on the North Side, where the racing man may ride along on boulevards without the slightest danger of falling and breaking his face, and where he can pass a man if he catches him. Why, it won't seem at all like a real road race.

Her "Cycle Pædia."

W. W. Watts writes: "Mida, my little four-year-old, is quite a mimic and imitates her mother who goes to the encyclopædia for everything. She has gotten cycle papers and encyclopædia mixed in trying to pronounce the latter word. Last evening I took up one of the cycling journals and pointing to the letter O, asked her what it was. Hesitating for some time she finally ran into another room and brought back THE BEARINGS. 'I can't tell it by that book,' she said, 'but I can by my cycle pædia.' And forthwith she found the letter and said, 'It's sweet little O.' It occurred to me then that all her letters had been learned from your paper."

"Birdie" Munger's New Suit.

The great and only Munger has a new suit that is more startling than anything he has yet been seen in. At the "hard times" smoker of the Zig Zag Cycling Club, of Indianapolis, last Saturday night, the assembled wheelmen were surprised to see Munger and Fred Dickinson walk into the room. "Birdie" had on a collar. The rest of his clothing consisted of a barrel with strings at the top to form suspenders. Dickinson was attired in a similar costume, but had on a necktie.

Grover Cleveland's New Power.

The *American Wheelman* thinks that Grover Cleveland did himself proud when he appointed R. Philip Gormully Honorary Consul of Venezuela and felicitates him that the appointment did not receive the same summary treatment that some of his other appointments did. Will our esteemed contemporary kindly enlighten us as to the time when the President of the United States assumed the prerogative of making appointments for the Venezuelan government.

PRIZE STORY.

The \$25 prize offered for the best story by "The Bearings" was won by Charles Perez Murphy, of North Parma, New York, for the story which appears in this issue of the paper entitled, "The Scampertown Tragedy."

STERLING ELLIOTT, EDITOR.

Who has not heard of Sterling Elliott? No one who ever rode a two-wheeled steed, surely. But few ever saw his face—that is, comparatively few. And fewer still ever saw his picture in any publication. He is strangely averse to having his picture before the public. All truly great men are. Mr. Elliott may be ranked among this class, as he is truly a man of wonderful mechanical and inventive genius. His recent appointment as editor of *Good Roads* has brought him again into prominence among League men throughout the country. And it is a singular fact that this is the first prominent position he has ever held in L. A. W. affairs, with the one exception of his chairmanship of the publication bureau which presented such a remarkable report at Louisville.



STERLING ELLIOTT.

His journalistic and literary talent have been many times exhibited by his frequent and clever writings for the cycling press. And by no means the least clever product of his pen was a catalogue of his inventions issued by him not so many years ago; funny—so funny that it even created a stir among the big dailies, and many an extract and parody from it crept into the columns of the metropolitan press.

How many people know that it was Mr. Elliott's genius that

Revolutionized the Sport of Horse Trotting

in this country? Very few indeed. And yet he did that very thing by his invention of the pneumatic sulky wheel. He brought the sulky near the ground, and he holds the bottom patents on that invention today. Old trotting men will tell you that he has done a great deal for the development of phenomenal speed in trotting, and made it possible to cut the mark way down, so that if a man should appear today on a track with an old-fashioned high-wheeled trotting gig, he would be laughed off. Who did it? Mr. Sterling Elliott, editor of *Good Roads*. He is to have an office in Boston right alongside of Brer Bassett's, and there the two friends, who live at home within a stone's throw of each other, will be side by side at work.

Mr. Bassett told an interesting story of Mr. Elliott's famous tricycle the other day. One day, long ago in the dim, misty ages, a man came into the secretary's office and told Mr. Bassett that a man out in Newton had invented a tricycle of wood with a lever motion. He wanted the secretary to go out to Newton and inspect the machine. This Mr. Bassett refused to do. He had heard of wooden wheels before and he thought he knew that they were no good and never would be. But finally he was persuaded to go. At the depot Mr. Elliott met them. He was riding his wheel and Mr. Bassett's eyes opened wide when he saw the trim, artistic lines of the wooden wheel. The lightest tricycle on the market was then made by the Pope company, and weighed something over eighty pounds. This weighed less than fifty. But there was a speck in the amber.

It Ran With a Lever Motion.

This the practical eye of the secretary at once discovered, and he told the inventor at once what the trouble was. It took a long time to remedy this defect and when it was remedied, tricycles had gone out of use. But if it had been remedied in time to supply the demand, the Elliott tricycle would have outsold all others, simply on account of its light weight and its practicability.

There is one incident that must be told before this sketch comes to an end. That is about an exhibition of the Massachusetts Charitable Association and a skeleton who rode a wheel. One of the exhibits on the main floor was that of W. W. Stall who at that time was the Boston agent for the Elliott products. When the day for the opening of the fair came, a long, white sheet, which had tenderly covered a something perched up over the exhibit devoted to Stall, was removed, and there sat a grinning skeleton astride a hickory wheel. Some one touched a button. The skeleton did the rest. Well, it was one of the most fascinating sights of the entire exhibition. People would wander down the aisle aimlessly, and suddenly they would catch sight of this skeleton riding his wheel as tranquilly as if he had been some ghost. The wonderful part of it was that there was absolutely no clue to tell the lay public what made the blamed thing go. The feet of the skeleton rested on the pedals with no wires attached and apparently some force in the legs made the thing go. It was a mystery, and always will be, how Sterling Elliott made

That Tall, Bony Figure

ride that wheel. Meanwhile he had gone off into some other state and the papers began to talk about the skeleton on the wheel. Some societies with long names got after that poor, breezy fellow and there was such a row raised over it that finally the board of directors ordered the thing to be stopped and covered up. But Stall would not take it down. He said that

he did not own it, the owner was in another part of the country, and only he knew anything about his business, and it was such a delicate thing he did not dare to handle it at all. Now Mr. Stall is a large man—too large in fact to monkey with. So the skeleton did not come down. It stayed up. Elliott was written to and he came to Boston post haste. The result was that he had not been in town many hours before the wheel was going round, merrily propelled by the skeleton.

MR. POTTER MAKES A CORRECTION.

EDITOR THE BEARINGS: Let me correct an evident misunderstanding. I am not at war with the League. I have thousands of friends within its ranks who have written me kind letters within the last two years—friends who are mine only because they are better friends of the League, and have believed in and supported the work to which my mind has been directed.

I am not at odds with the Executive Committee. No one better than I can know the difficulties which beset President Luscomb, and so far from committing any act hostile to his efforts, I expect in every possible and reasonable way to support the work to which the League has given its pledge.

My personal relations with the Executive Committee are friendly. My business differences with the League are not those for which this committee can be held altogether responsible, and these differences have been discussed by President Luscomb and myself in a friendly spirit and with a fair intent, I think, on both sides. Should it be necessary to settle these differences in court, I am confident that it will be done without personal suit against any member of the League and without in any way disturbing the machinery of the organization. Should it be finally decided that the League is legally and equitably my debtor, such decision will be placed in the hands of the National Assembly for adjustment. Should it be decided otherwise I shall pay my costs and confess my error.

Meanwhile, the League's difference with Mr. Potter is the least of its troubles. We have work on hand which every officer and member of the League should try to put forward. A few weeks of earnest co-operation, in the right spirit, will pull us all together again and place the organization in smooth waters.

Faternally yours,

ISAAC B. POTTER.



Syracuse Athletic Association's Club House.

CYCLING BOOMING IN THE SOUTH.

LOUISVILLE, KY., March 26.—O. W. Lawson has returned from a six week's business trip through Kentucky, Tennessee, and Georgia, and reports a very decided boom in the cycle trade in these states. Mr. Lawson has covered this territory for a number of years, and states that he has never met with such enthusiasm among wheelmen as at present. Of course the principal cause for the awakening is the color-line amendment, while a great help is found in the new *Bulletin* which they were expecting daily. Though the people talk about hard times, there is a great improvement in the cycle trade. The dealers seem to be doing more business in proportion than any other line. As Mr. Lawson is not connected with the trade, his opinion bears considerable weight.

The Louisville Cycle Club, at its last regular meeting, appointed a committee to hunt for a new clubhouse, for two reasons: The present quarters are too small for a membership of 100, and the building is becoming unsafe. During the past week the rear stairway leading to the gymnasium had to be boarded up, as it was considered dangerous for anyone to use the stairs.

The committee in charge of the excursion to the Kentucky division meet at Owensboro, in June, are in receipt of many letters of inquiry about the trip. The local member of the committee reports that a large party of Georgia wheelmen will come here to make the trip. If every one goes who has promised to go, the crowd will require two large boats instead of one, as originally intended. The excursionists will stop over at Louisville for one day, attend the Martin and Dressing races, and leave here that night for Evansville, which will be reached by noon the next day. The afternoon will be spent at the Indiana division meet, and the two days following at Owensboro. An invitation is extended to every League member to join this excursion, and bring his wife or sweetheart with him.

With 3,000 wheelmen, Louisville is very poorly supplied with cycle clubs. The Louisville Cycle Club with a membership of nearly a hundred is the only club here and for a long time it was only kept in existence by a mere handful of men, the chief spirit being Dr. H. B. Tileston, the former president. After getting the club on a solid footing, he refused a re-election and Mr. O. W. Lawson was elected after one of the sharpest contests in the history of the club, his opponent being Mr. W. W. Watts. Several years ago there was quite a rivalry between the defunct Independent Cyclers and the Louisvilles, but in order to gain the advantage in membership, the former took in a large number of social members. This step was the cause of its downfall and the wheel member gradually retired until the few remaining members disbanded. Then amid a great flourish, another club, called the Kentucky Cyclers sprang forth, and lasted through one riding season. There is a movement on foot to organize a new club this season and there is every reason that it should succeed. There is lots of room for a new club and with two or more clubs in existence, the rivalry between them would be of decided value in stirring up interest in the members.

Henry Zink's attorneys made an unsuccessful attempt to have his sentence of two year's imprisonment at hard labor modified, on account of his ill-health. The judge claimed that after the sentence had commenced, the only remedy must come from an executive course and that if he entertained the motion, it would establish a bad precedent.

The Board of Public Safety has two very important matters on hand at present which will be of personal interest to every wheelman in the city. They are trying to regulate that public nuisance, the street sprinklers, but so far, no feasible plan has been presented. The other matter is to prohibit cyclers from riding on the sidewalks inside of the city limits. They have determined to allow the riders on the sidewalk where the street is too bad for riding, but that will create a bone of contention that will have to be settled in the courts. Some of our streets are in a horrible condition and riders having to use some of them will be put to a great deal of trouble in settling matters in the police court.

Martin & Dressing, a new firm of bicycle dealers, announce that they will give a race meet in connection with the Kentucky division excursion, to take place June 13. They will offer prizes up to the limit authorized by the racing board and want to offer the largest list of prizes for a road race. As soon as the Executive Committee settles the jurisdiction of the racing board in road races, the list of prizes and events will be published.

RECOGNIZED BY POLITICIANS.

MILWAUKEE, WIS., March 27.—The wheelmen have at last received recognition by the local political parties. At the democratic city convention held here last week the following clause was inserted in the platform of the party:

"We especially emphasize the need of a comprehensive plan of street improvements in place of the present system under which many streets are nearly impassable at certain seasons of the year."

This is a victory for local wheelmen who have for some time been agitating the necessity of a better system for street improvements. The Mercury Club has passed resolutions pledging to support the party that will promise better streets and highways. The streets of this city are in a rather poor condition, especially on the outskirts, where many are impassable. Wheelmen have repeatedly called attention to this fact and whether or not the condition will be bettered or not remains to be seen.

The agitation for asphalt pavements has taken new life. At the last meeting of the common council, several resolutions were introduced providing for the paving of several prominent east side streets with asphalt.

The matter will be disposed of later. So far there is but one solitary block of asphalt pavement in this state. That block is on Jefferson street, from Wisconsin to Mason street, this city.

The movement to organize a state racing circuit is progressing nicely. Irwin Strauss, of Ripon, is at the head of the move and has received encouraging replies from Oshkosh, Beaver Dam, Fond du Lac, Beloit, Eau Claire, Stevens Point, Wausau, and Ripon. A meeting of the cities will shortly be called and the matter of forming a circuit discussed.

The Associated Cycling Clubs have decided to hold a club run to the Soldier's Home on Decoration Day. The riders will participate in the decorating of soldier's graves with flowers.

The racing rules of the season are bothering local riders. Riders realize that if they ride in class A no prizes can be accepted that are valued at more than \$50. It is doubtful if any outside riders would participate in the Waukesha road race for less than \$50-prizes and then again many riders will prefer to remain in class A rather than race in the Waukesha race if class B prizes are offered.

Denver, August 13 to 18.

Albert Mott, chairman of the transportation committee, has sent the following letter to the general passenger agents of all railroads:

The dates for the annual meet of the League of American Wheelmen at Denver, Colo., have at last been fixed. They are August 13-18. I shall now proceed at once to fix the "official routes" from various principal points in the United States to Denver, which will necessarily take into consideration the following by-law of the organization: "The committee on transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiations with transportation lines and fix the routes for league travel."

From various sources I gather that there will be a larger attendance from the east than was at first anticipated, but much of it will depend on how cheap a rate can be gotten. I learn that about 100 will go from Boston and 400 from Philadelphia. I have no definite figures from any other point; but if this is an indication of the attendance from other territory and the ratio is carried out, there will be extraordinary travel.

The average attendance at these annual meets is about 3,000, but it is possible that the attractions of Colorado—provided a cheap rate can be gotten—will make it very much exceed these figures.

If you will send me at once what the round-trip rate will be, or, rather, what round-trip tickets will be sold for from different points on your line to Denver and return, you will assist me in designating the official routes.

Letters similar to this have been sent to the other lines interested in the travel to Denver.

Century Road Club Affairs.

At last the Century Road Club of America is preparing to do something. A conference of some of its officers was held last Thursday, Friday, Saturday, and Sunday, in Chicago, and plans were made to boom the club this year. It was decided to offer prizes for the greatest mileage in '94, for the greatest number of centuries, and for breaking the twenty-five-mile road record. A handsome banner will also be given to the club whose members make the greatest number of centuries. It is also the purpose of the club to run a relay from Chicago to Washington. H. P. Walden, president of the Chicago Cycling Club, was appointed a committee of one to look after road records. A list of those who rode centuries in 1893 is being prepared by Secretary Templeton, and will be made public in a short time.

Holden Will Be on the Racing Board.

SYRACUSE, N. Y., March 25.—There is hardly a doubt but what Hendrich S. Holden, of this city, member of the state racing board, will be appointed by Chairman Raymond to a position on the National Board. Mr. Holden has been approached on the subject, and it apparently rests with him. The position Mr. Holden holds throughout the state as a financier, shows him to be capable, and a man whose services should be secured for this position. Vague rumors that a Chicago man will be returned to the board are said, by a member of the state board, to be without foundation. Syracuse wheelmen extend congratulations to Mr. Holden.

The Syracuse Athletic Association will offer a \$1,000 silver cup at its Labor Day meet to the wheelman who breaks a world's record. Negotiations are now pending with several crack wheelmen who will undoubtedly attempt to earn the trophy.

Cycling in Leadville.

LEADVILLE, COLO., March 20.—As I never see anything in the cycling papers about Leadville I thought that I would let the wheelmen in the United States know something about us. Probably the eastern people think that there are no bicycles out here in this rough mining town. That is where they make a mistake. We have some very good riders and there are about 150 bicycles distributed among a population of 12,000. Leadville is a little over 10,000 feet above the sea level. There are some very good roads when you get a short distance outside of town. We have one or two road races a year. Our favorite Sunday run is to Twin Lakes, the largest in the state, a distance of eighteen miles. I rode to Denver over the Old Mosquito Pass stage road and was the first wheelman to make the ride. I carried my wheel for half a mile over snow six feet deep. This pass has an altitude of 13,250.—T. D. KYLE.

C. W. Williams, who formerly owned the famous kite-shaped track at Independence, where Johnson made all of his records, is about to move to Galesburg, Ill., where he will build another kite-shaped track.

THE SAME OLD STORY.

"ANYBODY CAN MAKE MONEY, BUT IT TAKES A SMART MAN TO SAVE IT."

WHAT?

\$85

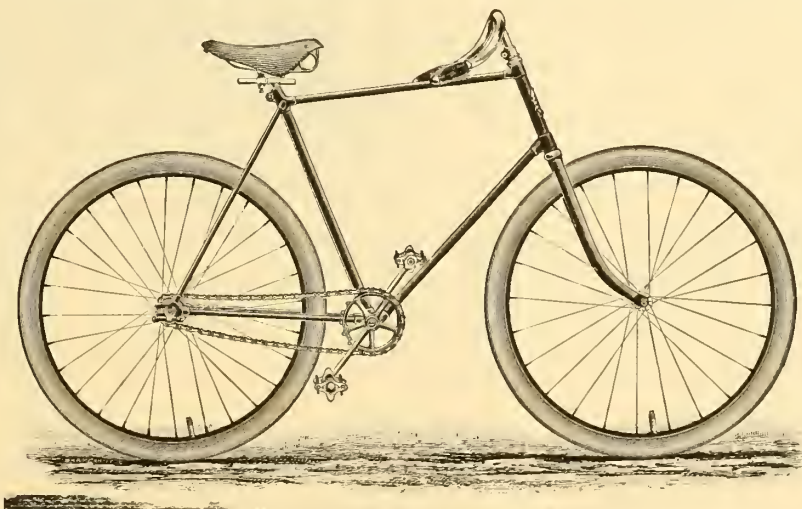
Bought a new Bicycle and didn't buy a

Well, you know the old saying about "fools and their money." And you gave up \$125, too. Whew! You didn't do a thing but throw away \$40. You must be made of money. Well, well. \$40 would buy a mighty fine suit of clothes; and you

would have a better bicycle than that one, too. I tell you, boy, these times are too tight to waste your money that way. Take that

wheel back and exchange it for a "Waverley," and put that \$40 where it will do more good than it will in the pocket of some old foggy manufacturer who hasn't waked up to the fact that these are the days of hot competition and close margins.

Waverley



GET A CATALOGUE

FROM THE

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

Mention The Bearings.

A SCAMPERTOWN TRAGEDY

BY CHARLES PEREZ MURPHY

Smith, Jones, and Brown, with others of their set,
Maintained that bicycles were quite "too steep";
And wheels they ne'er would buy, nor rent, nor get,
Till prices lowered; though their sons might weep,
And though their daughters might in sorrow languish,
And wring their hands, and pine away in anguish.

They said that ninety dollars, eighty-five,
Or even eighty, was a price to make
A young man old before his time, and drive
A sane man crazy. They would undertake
To prove that, from the lofty nature of it,
The present price of wheels was mostly profit.

Brown, Jones, and Smith, like many of their class,
Were sober, middle-aged, and well-to-do;
Contracted in their notions, and alas
Conservative and selfish, through and through
Moral, through thrift, they thought themselves religious,
Their self-complacency was so prodigious.

As farmers, Smith and Jones, and also Brown,
Had lived and labored, prospered, and retired,
Grown gray and stout, and moved, at length, to town;
And thus it was that these events transpired.
Farmers, retired, have virtues quite excessive,
But, taken as a class, are not progressive.

In Scampertown, where this affair occurred,
A man named Root resided, till last spring
A sort of Jack-of-all-trades, I have heard,
Could turn his hand to almost anything.
His nature was one mass of ambiguity,
Still, he possessed a certain ingenuity.

His hair was red,—not "auburn," as some say.
His whiskers matched his hair. His skin was white.
His eyes were grayish-blue, or greenish-gray,
And gleamed, like sulphur matches in the night.
His forehead, to the slightest of inspections,
Bespoke hereditary imperfections.

His fortune he had started out to make,
Some twelve or fourteen times, I have been told;
Had peddled organs, carts, a patent rake,
Plows, and pianos; he had also sold
Improved appliances for cleaning fishes,
For pitting cherries, and for washing dishes.

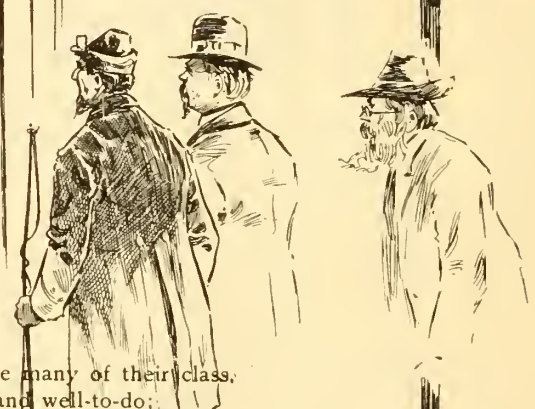
Jones, Smith, and Brown the tidings heard, one night,
That Root was selling bicycles "way down";
He'd got an agency—that genius bright—
And now stood ready to supply the town.
"The price," Brown's son remarked to Jones' daughter,
"Was only thirteen dollars and a quarter."

These wheels were "just perfection," Root declared
Pneumatic tires, ball bearings, tempered steel;
"No money, time, nor labor had been spared,"
(And precious little had), to build this wheel.
The price, as I repeat, through mere abstraction,
Was thirteen dollars and a vulgar fraction.

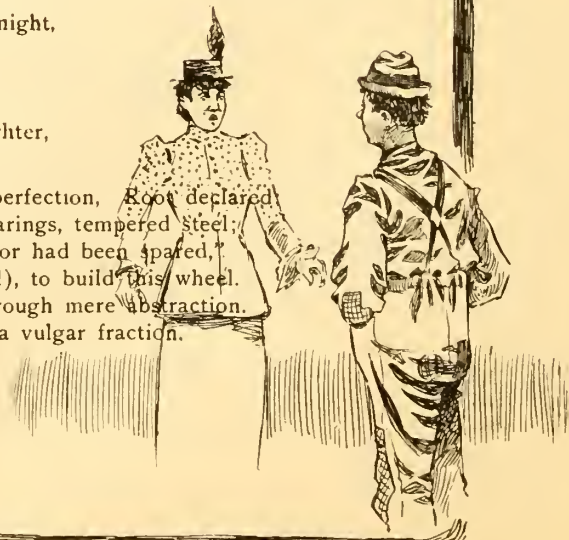
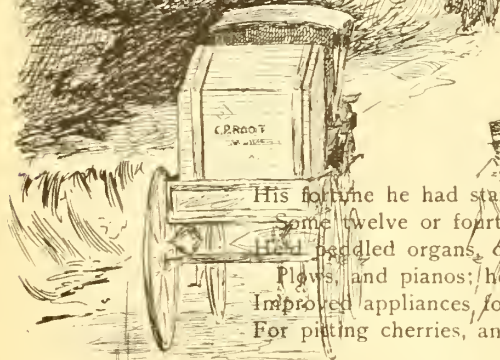
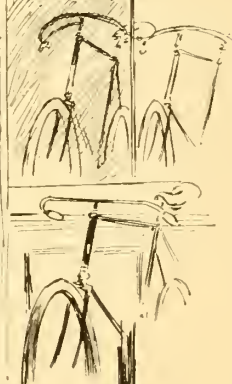
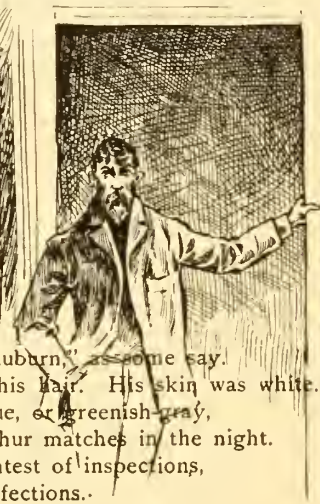
The visages of Brown, and Smith, and Jones
Were fairly radiant, as the news they spread.
And each affirmed, in loud, triumphant tones,
That he had "always known, and often said,
That wheels must take a drop"; 'twas his conviction;
Now, time had verified that sage prediction.



ELES



BICYCLES, \$13.25
HIGH GRADE



[The next few verses of this tragic tale
Are so replete with misery and woe—
Like some weak, wounded wight's wild, weary wail—
No one could read them without tears; and so,
Author and editor, in consultation,
Have deemed them quite too sad for publication.]

* * * * *

Painted cast-iron delights to masquerade
As tempered steel; but who a word will coin
To typify the wretch who'll so degrade
His suppositious manhood as to join
With "faking" makers, to defraud his neighbor
Of hard-earned savings, got by honest labor?

Nine broken limbs; four dislocated necks;
Sprained shoulders, crippled ankles, battered cheeks;
The roads and by-ways were bestrewn with wrecks.
All this occurred in less than two short weeks
From the dark hour when Root—that human icicle—
Began to sell his famous, "low-down" bicycle.

The undertakers had to work all night,
The doctors did not go to bed at all
But took short naps on sofas, that they might
Be ready, any moment, for a call.
The druggist hired a couple of assistants,
And nurses were imported from a distance.

The funerals of Smith's boy, Brown's youngest girl,
And Jones' twins were well-attended, though
The public mind was in a perfect whirl
Of righteous indignation, wrath, and woe.
Twelve other deaths occurred in the locality
Within the week, so great was the mortality.

A public meeting was convened by Brown
'Twas large, and, by unanimous consent,
Notice was served on Root to leave the town.
He argued and protested, but—he went
A coat of tar and feathers was suggested
By certain youth, but older heads protested.

But Root was known to be the root and cause
Of trouble; and the boys could not resist
A strong desire, in spite of statute laws,
His dignified departure to assist.
They rode him on a rail, with great impunity,
For "playing roots" upon the whole community.

[The next five stanzas of this doleful rhyme
Relate how Smith, Brown, Jones, and many more,
Were on the verge of failure, for a time.
Jones got a clerkship in a local store;
Brown took an agency for cheap guano;
Smith put a mortgage on his wife's piano.]

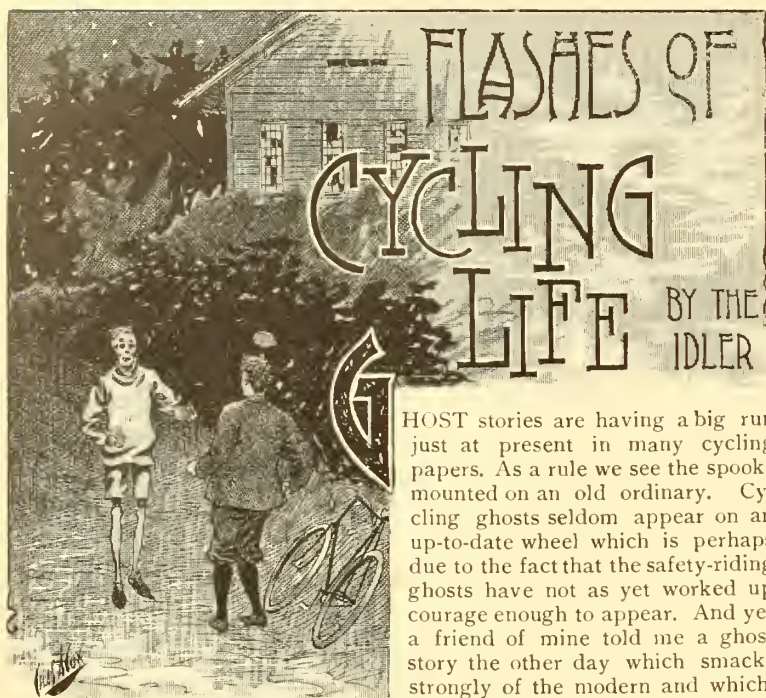
Now residents of Scampertown will ride
On nothing but the highest grade of wheel:
Economy is best exemplified
By their so doing; this they know and feel.
'Tis said that agents of the Root variety
Don't feel at home in Scampertown society.

ADDENDUM.

Root went out west, to sell another make
Of "low-down" wheels. He found a rope one day,
And picked it up; and, by some strange mistake,
A blooded horse was hitched to it, they say.
The horse's owners lived at no great distance,
And Root was captured without much resistance.

They found a tree, in a secluded spot,
And tied the rope securely to a limb;
It happened, either by mistake or not,
The other end was somehow hitched to him.
The Scampertown Gazette, fully illustrated,
Told how Root's criminal attempt was frustrated.

CHARLES A. COX



HOST stories are having a big run just at present in many cycling papers. As a rule we see the spooks mounted on an old ordinary. Cycling ghosts seldom appear on an up-to-date wheel which is perhaps due to the fact that the safety-riding ghosts have not as yet worked up courage enough to appear. And yet a friend of mine told me a ghost story the other day which smacks strongly of the modern and which, he avers, is as true as that the sun will shine again.

The affair occurred some time during last October. The racing season was just drawing to a close. My friend, whom I will call Sooner, for short, was a traveling reporter for a cycling paper and had decided it was time for him to quit the races and return to headquarters. He had just finished reporting a two-day meet at C—, a small town in a certain western state. His work had detained him past the train hour, and as he sat after supper on the porch of the hotel smoking a big cigar (Sooner smokes like a fish—I mean like a Chicago chimney) it occurred to him that he would take a ride on his wheel a few miles down a famous pike road.

The night was clear but moonless. Pale Diana had set early in the evening and had left the stars in undisputed possession of the heavenly vault. Sooner looked up at the expanse—not to admire the beauty of the countless gems “that stud the midnight sky”—for cosmical speculations trouble him little—but to see if there were any prospects of rain. Satisfying himself there were not, he threw away the end of his cigar, hitched up his trousers, got out his wheel, and flung one leg over the saddle.

“Say,” said the landlord, “air ye goin’ fer a ride.”

“Yes.”

“Well, jest be keerful w'en you git down ther by that air old mill. They do say there be ghosts down there. Never seen em meself, but I reckon 's right, 'cause old Hi Hopkins sez so and wot he sez, goes, roun' these here diggins.”

“Ghosts?” replied Sooner, laughing. “Rats!”

Whereupon he edged himself into his saddle and started away.

Presently he was out of the town and well on the high road. The fields, brown in the daytime, were now only dark patches, and the way was more or less uncertain. But Sooner knew that his footing was sound and safe every inch, and so he jogged along pleasantly. Needless to say that before he had gone four feet he had completely forgotten all about his host's warning, and small wonder, for the crisp October air freshened him and added zest to his exercise.

Sooner had probably ridden two miles, when he came to what was evidently a turn in the road, for in the dim starlight he saw that the way was blocked by a big black chunk which was nothing more nor less than a building. As he stopped and dismounted to take his bearings he heard in the absolute stillness of the night, a sound that was evidently made by water running and gurgling over rocks. Pushing his wheel before him he saw the building was in a dismantled condition.

“The mill,” said Sooner to himself, as he stopped for a moment, thought of the ghosts, and looked around him.

Now, Sooner was a practical young man but it must be confessed that he felt just a trifle chilly as he stood there all alone in all that darkness. Involuntarily he strained his ears and listened.

What was that? Did anyone speak?

Sooner could have sworn that he heard a hoarse voice. Presently his doubts were solved. Right before him, as if sprung from the earth, there stood a dim, misty, shadowy figure of a man. The figure wore a sweater, a pair of racing tights, and a small cap. It was fearfully and wonderfully thin; so thin that the tights hung in great folds about its legs and Sooner could see the grinning skull beneath the filmy skin.

“Hoo—hoo—hoo are you?” asked Sooner, his teeth chattering and his knees knocking together. “Wha—wh—what do you want?”

“I'm lonely,” said the ghost, “and I want company.”

The wraith spoke as if it had lost its voice calling for the waiter at Winter's. It was a woe-begone, lonesome ghost, truly.

“Hoo—hoo—are—you?” repeated Sooner, quaking.

“Oh,” said the ghost, “I am so lonesome. I haven't seen anybody like myself for ever so long. I haven't got a friend in the world and the fellows that are dying now are all alike. They're not in my class at all.”

“Why don't you speak up?” said Sooner, at last losing patience. “Who are you?”

“Who am I?” answered the ghost. “Alas, my friend, I am the remains of a once great power in the world. I am the ghost of the last pure amateur wheelman!”

Stricken with horror by the last words of the ghost, Sooner fell to the earth in a swoon. Hereafter he will do all his riding by daylight.

Couldn't Tell a Lie.

Tobias Toethemark was the moral member of the club. He was always preaching right living to the members and for that reason was not very popular. He never held office and had never been a committeeman. In fact he was thoroughly disliked and when he was appointed on a committee of three to draft resolutions on the death of Hinkey Dink, the sporty member who had been killed in a fall from his wheel while cycling on Sunday, it was only because there was no one else handy to fill up the number.

As it chanced Hinkey Dink died at a time when the fellows who usually got up the resolutions were out of town, and so it happened that Tobias Toethemark was appointed with two others. These two took small interest in the matter and told Tobias to go ahead and fix up the resolutions himself.

“All you need do,” said they to Tobias, “is write up a number of whereases and resolved's and send 'em in to the cycling papers as having been passed by the club.”

“O'ho!” said Tobias to himself, “that's the game, is it? Well, I'll fool 'em. I knew that fellow Hinkey Dink, and I knew him to be the biggest scoundrel in the city. Why that fellow would take the bread out of an orphan's mouth. Besides I don't like the way this club has been puffing men that I know to have been moral pests and I'll teach 'em a lesson this time if I've got to break my front forks to do it.”

Hinkey Dink's funeral took place and was attended in a body by the club. The next week when the cycling papers came to hand in the clubhouse the members were astonished to read the following notice printed in a conspicuous place in every paper.

At a meeting held on the 21st inst. the Tearaway Cycling Club unanimously passed the following resolutions on the sudden and, withal, very fortunate and happy death of one Hinkey Dink, a member:

WHEREAS: It has pleased Providence in the inscrutability of his ways to remove, by a kind and merciful dispensation, from among his betters, a certain fellow long known among his evil companions by the name of Hinkey Dink, and

WHEREAS: Said Hinkey Dink was an idle, good-for-nothing loafer, a foul-mouthed blackguard, an impertinent and insufferable puppy, and a person totally and inherently unfit for association with gentlemen, and

WHEREAS: Said Hinkey Dink had been a living disgrace to respectable wheelmen wherever and whenever found; therefore, be it

Resolved, that it is the sense of this club he came to a most deserved and timely end.

Resolved, that his removal from among us should be a source of the most sincere thanksgiving and rejoicing.

Resolved, that in his death this community has been relieved of a disturber, a roisterer, and a nuisance that long threatened its integrity; his family unburdened of an incubus that was useless in every way—an unfaithful husband and a cruel father—and this club well rid of an individual whom it was an everlasting disgrace and an irreparable wrong to admit to its membership.

Resolved, that a copy of these resolutions be forwarded to the happy wife and the fortunate children.



Tobias had come around to see the effect of his little joke, and when he attempted to defend himself by the assertion that every statement in his preamble and resolutions was true he was ejected bodily from the clubhouse and afterward ignominiously expelled.

As for Tobias—he insists that he is a martyr to truth.

As for the club—it now meets with a quorum and discusses all resolutions *seriatim* before adopting them, and mails them to the papers at the nearest postbox.

You See them Everywhere

Cyclists who are loyal to the COLUMBIA. We have made them loyal by selling only the highest grade wheels at one price to all purchasers. We have kept abreast of the times, and

COLUMBIA BICYCLES

embody all that is best and latest in bicycle construction and design. They are fully guaranteed and the present standard price, \$125, is the lowest at which a strictly high-grade pneumatic safety was ever sold.

Pope Manufacturing CO.,

The Columbia Catalogue is absolutely unrivaled for comprehensiveness and beauty. You can obtain it free from our agents, or we mail it for two 2-cent stamps.

BOSTON,

NEW YORK,

CHICAGO,

HARTFORD.

MENTION THE BEARINGS

Hickory
TRADE MARK

Hickory
TRADE MARK

A Prominent Dealer Writes as Follows:

Akron, Ohio, February 9, 1894.

HICKORY WHEEL CO.,
South Framingham, Mass.

GENTLEMEN: We beg to say that we have never, in all our experience as riders and dealers, seen so very marked improvement in a wheel, which was before one of the best, as you have made in the '94 HICKORY.

The samples we have here are attracting the attention they deserve, and we feel that with an early spring, and a continuance in the improvement of business, we will more than double our last year's Hickory business.

Yours truly, THE RANNEY CYCLE CO.

These Machines are made by

Hickory Wheel Co.,

South Framingham, Mass.

Hickory
TRADE MARK

Hickory
TRADE MARK

MENTION THE BEARINGS

The Hartford Safeties for 1894

Have you heard about the prices?

Have you seen the bicycles?

You can buy them cheap;

Just as cheap as your neighbor

And no cheaper—they are one price.

Before you decide, send for

One of our New Catalogues.

THE HARTFORD CYCLE CO.

HARTFORD, CONN.

MENTION THE BEARINGS

RULES ARE CHANGED.

Racing Board Alters and Amends the Rules—Several Suspensions Removed.

The following alterations and amendments have been added to the racing rules of the racing board for this year:

Clause A: After the word "board," in third line, insert—"or who shall enter a class A event in violation of rules governing same."

Clause B: Add—"All other conditions being equal, the preference shall be given to the League club. State division meets shall in all cases be granted a sanction, upon filing application at least thirty days prior to holding of same. In event of the holder of a sanction finding it impossible to secure a track for date of same, sanction may be withdrawn and awarded to some other club or person."

Clause C: After the word "time" in third line, insert—"The standard table of recognized records shall be one-fourth, one-third, one-half, two-thirds, three-fourths, one mile, and all even miles upwards; no intermediate distances." After the word "meeting," in fifth line, insert—"Records against time may be made at an open meeting, or in private, and may be made with or without pacemakers. Records made at private trials will only be allowed if at least two weeks' notice has been given the chairman of the board that such attempts are to be made. The referee of such trials shall

be a properly accredited representative of the L. A. W., appointed by the chairman, upon application, and there shall be at least twelve witnesses present to attest to the correctness of the record."

After the word "men," in twentieth line, insert—"No records, made with the assistance of other than recognized cycling machines, propelled by man power, will be accepted."

Clause F: Strike out—"one-mile ordinary and one-mile tandem;" insert after the word "member," in last line of Section 2—"of class A"; insert after the word "to," in fifth line of Section 3—"All amateur wheelmen of classes A and B."

Section 5: Add—"Provided, however, that in case such notice has been properly given, and it is found necessary for good reasons to postpone to some date within fourteen days of the original date, the first notice will be considered sufficient under this rule."

No city or county championship shall be granted unless approved by the division board.

Clause G: Add to Section 3—"If a contestant shall have ridden and won a prize, and for any reason his fees shall not have been paid or collected, he shall be given thirty days in which to pay same, and at the expiration of that time the management of the races may sell said prizes for its own account, and the contestant shall forfeit all claims to same."

Section 5: Add—"Failure to comply with this rule will result in refusal of further sanctions."

Programmes shall show the address, city, and state of each rider, and shall state which events are for class A or class B riders. A caution shall appear on programme to the following effect:

"Notice to riders: All races on this programme are limited as follows: Class A, riders that reside in this state, or live within 200 miles of place of meet, and the prizes for which do not exceed \$50. Class B, such races that have prizes exceeding \$50 in value, and open to any amateur rider, under class B definition, according to L. A. W. rules."

Riders are cautioned that to ride in class B races, or to violate any clause of class A will make them ineligible to future events in class A.

The value of each prize shall appear, and where a value is brought into dispute, the retail price of same shall govern the settlement.

Race promoters shall not advertise the intended presence of any racing man, unless a notice, in writing, to that effect, is in their possession, signed by the man advertised.

No further sanctions shall be granted to any meet promoter evading this rule.

An obligation rests on racing men to appear at race meets, where definite promises have been given to do so. Any racing man, after having given such promise, and failing to give notice that he will not be present, to the managers thereof, within at least two weeks previous to the holding of meets for which he is advertised, shall be suspended from all track racing for a period to be determined by the chairman of the racing board.

Track Rules.

Section 1: Insert after the word "amateurs," in second line—"is defined by the two-class amateur rule of the L. A. W."

Section 11: Insert after the word "competitors," in fifth line—"or pacemakers."

Section 12: Add—"Any competitor in a class A race who neglects to give his legal residence, or who gives other than his legal residence, as such, shall be considered to have made a false entry and will be subject to the penalty for false entries."

Section 13: Insert after the word "rule," in fifth line—"Riders may register, with the chairman of the racing board, colors to be worn by them in cycle races. In sending applications for same, the combination, or way in which colors are to be worn must be given. The colors selected will be entered and published as assigned to the party making application, and all subsequent applicants for same will be notified to select some other combination."

Section 20: Insert after the word "amateur," in second line—"or as to his proper class."

Section 25: Add—"A general pacemaker may be put in any race by the race promoter, having previously notified the referee of the fact. He shall assist no single rider; but shall act to increase the speed of the race in general. He shall be entitled to any place or prize he may win, may be rewarded by a special prize within the limits of his class, but can not accept a cash remuneration."

Section 27: Strike out—"up to date of event."

Section 31: New rule for team race. Strike out old rule down to "A," in seventh line. "In a team race the position of the first number of men corresponding to the number of teams starting shall be taken at the end of each lap. The first man shall count a number of points equal to the number of teams starting, the second, one less, and so on. On the final lap the first man shall be credited with one extra point and the others as above. The team scoring the greatest number of points shall be declared the winner."

Section 29: Strike out—"refers to slow race."

Suspensions Removed.

The suspension placed on B. Burtis, W. Campbell, S. Braman, Schenectady, N. Y., J. T. Hunter, E. P. Hinds, E. B. Gorby, Ithaca, N. Y., E. W. Capen, H. C. Bailey, H. A. Brown, S. R. Hollander, W. R. Brinkerhoff, A. B. Holmes, Cambridge, Mass., is hereby removed. This action is taken in justice to the men made to suffer by the previous action of the Intercollegiate Association, which has now been satisfactorily adjusted.

STANDARD CAP CO., 156 Greene St., New York



New Patent Ventilated Bicycle Caps.

TESTIMONIAL.

THE STANDARD CAP CO. PUTNAM HOUSE, New York, Jan. 13, 1894.
GENTLEMEN: I received the Patent Ventilated Cap all right, and thank you very much for same. I find the ventilator a great benefit when taking a long ride as it keeps the head very cool and free from perspiration. Please send me one in dark blue as soon as possible.
Yours truly, ALBERT SCHUCK,
Champion Long Distance Bicyclist of the World.

Manufacturers of Wheelmen's Caps of every description.

Send for price lists. Trade only supplied.

MENTION THE BEARINGS

1000--BICYCLES WANTED--1000 ...FOR CASH...

Prices must be low. Send in description, quantity and ROCK BOTTOM prices.

L. C. JANDORF & CO.,

116-118 West 125th Street, NEW YORK.

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BICYCLES.

Largest Store and Largest Line of New and Second-Hand Bicycles in New England.

500 Bicycles to be sold at Cut Prices.

Agent for Imperials, Premiers, Waverleys, Lovell Diamonds, Triangles, Remingtons, Uncle Dudley, Dudley's High Grade, Business Buggy and Crawfords.

All Kinds of Repairing.

FRED F. DUDLEY,

162, 164, 166, 168, 170 Columbus Ave. BOSTON, MASS.

I can give agents a liberal discount on Uniques, 28 inch M. & W. tires, Uncle Dudley, 28 inch New York Tire Co.; Dudley's High Grade Business Buggy, M. & W. tires, or New York Tire Co's. Tires. Second hand list free.

"Das schoenste zweirad in der welt."

That's what our German
customer wrote . . .
us, after he
received sample of

High Frame, Low Frame; Wood Rims,
Steel Rims; Detachable Tire, Cemented
Tire; Rat-trap Pedals, Rubber Pedals;
Up-curved Handle Bar, Down-
curved Handle Bar. All the
same to us; take your choice.

The
Triangle



THE PEERLESS MFG. CO.

CLEVELAND, O.

MENTION THE BEARINGS

SADDLES

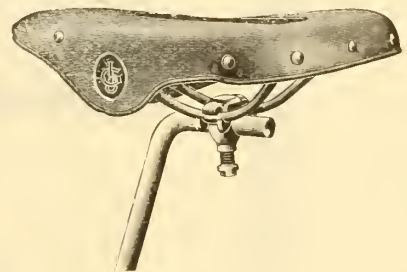
for comfort, that helps
sell any bicycle

SADDLES

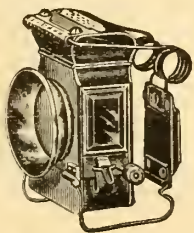
which improve the
appearance of any wheel

SADDLES

which make satisfied riders
and satisfied manufacturers



SEVEN STYLES. SAMPLES AND PRICES ON APPLICATION. WRITE US.



WEIGHTS
AND PRICES TO SUIT EVERYBODY

BICYCLE LAMPS

HONORED WITH

THE ONLY BICYCLE-LAMP MEDAL AWARD

AT THE WORLD'S FAIR

Samples and prices to dealers on application.



TOOL BAGS OF ALL SORTS.

We have a good selling line, but will
submit estimates on special bags.

SAMPLE LINE G. & J. BAGS ON APPLICATION

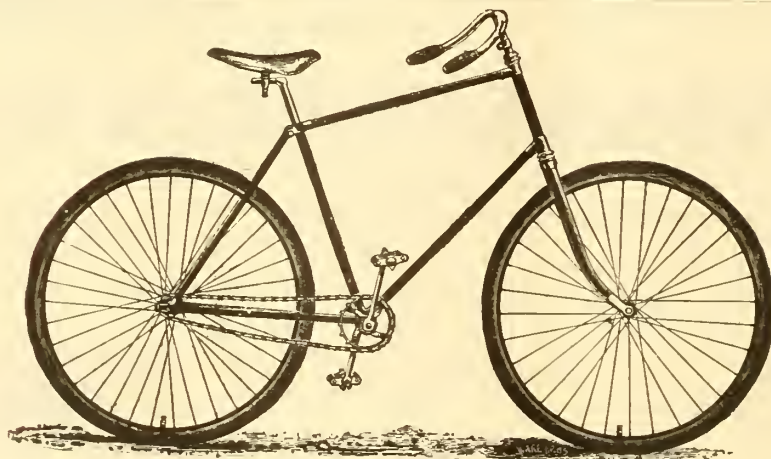
PRICES AND QUALITY GUARANTEED.

GORMULLY & JEFFERY MFG. CO., 222-228 N. FRANKLIN ST., CHICAGO.

BRANCHES-CHICAGO, BOSTON, WASHINGTON, NEW YORK.

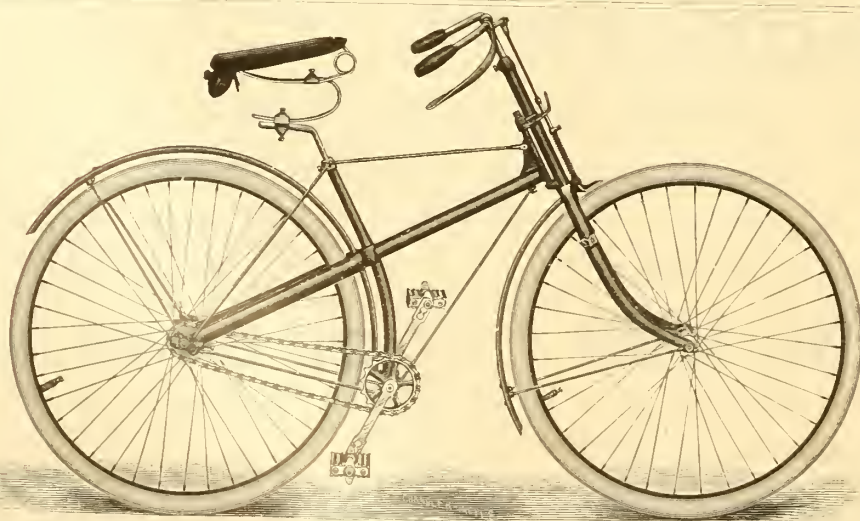


THE PROGRESS.



ARROW SCORCHER.

Weight, with Road Tires, 29 to 30 pounds.



HUSTLER.

And

6,500

Now is

P

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DOWN THEY COME from \$90.00 to \$50.00 and
from \$50.00 to \$30.00.

Pneumatic Tired Bicycles

At prices below the manufacturers' shop cost.

e Time to Buy

Bargains are rarely ever picked up in their season, but here you have them, all
bright, fresh, new goods carefully packed, ready for immediate shipment.

Eleven different patterns at ruinous prices. Liberal discounts to dealers. Cata-
logue and full information free.

PROGRESS MFG. CO.

INDIANAPOLIS, IND.



THE PROGRESS.



ARROW SCORCHER.

Weight, with Road Tires, 29 to 30 pounds.



HUSTLER.

Another Smash!

DOWN THEY COME from \$90.00 to \$50.00 and from \$50.00 to \$30.00.

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Bargains are rarely ever picked up in their season, but here you have them, all bright, fresh, new goods carefully packed, ready for immediate shipment. Eleven different patterns at ruinous prices. Liberal discounts to dealers. Catalogue and full information free.

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INDIANAPOLIS, IND.

Midway Plaisance

A book of the world-famous Midway
Fully Illustrated

If you visited the World's Fair you will thoroughly enjoy renewing your acquaintance with the Midway
If you didn't, it is high time you became acquainted with its most remarkable feature.

OUR OFFER

We will send the book, postpaid, to any address for FIFTY CENTS.

WE WILL GIVE

One year's subscription to "The Bearings".....	\$3.00	} Or \$3.50 worth for \$2.50 OR \$2.00 TO CYCLE DEALERS
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One copy Midway Plaisance.....	50	

Either of the last two offers for \$1.00 less if initiation fee is not desired.
This for the benefit of members of the League who wish to renew.

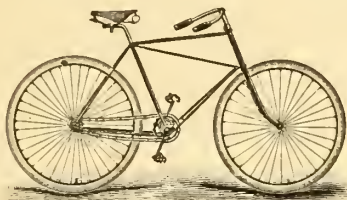
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The Bearings Publishing Company,

"The Winton is a Winner."

A high-grade, popular, easy-selling line of wheels that stay sold. Sure winners for the dealer as well as the rider.

WINTON DOUBLE FRAME.



PRICE \$110.00

What are those braces in the frame for? Ask any engineer or mechanical draughtsman who understands building for strength. They look well, too.

We want you with us. Our terms can't be beat. Drop a postal card and have a call from our salesman, "Mr. Catalog."

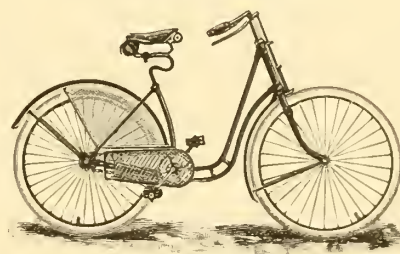
LIGHT WEIGHTS!
STRONGEST FRAME IN THE WORLD!
WOOD OR STEEL RIMS!
MORGAN & WRIGHT OR CLINCHER TIRES!
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WINTON SINGLE FRAME.



PRICE \$125.00

WINTON LADIES'.



PRICE \$125.00

STUDLEY & BARCLAY, Grand Rapids,

Agents for Michigan outside of Detroit.

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108 Perkins Ave., Cleveland, Ohio.

MENTION THE BEARINGS

THE HEYWOOD TIRE REPAIR TOOL.

Instantly Repairs either Single or Inner Tube Tires of any make.

SIMPLE.

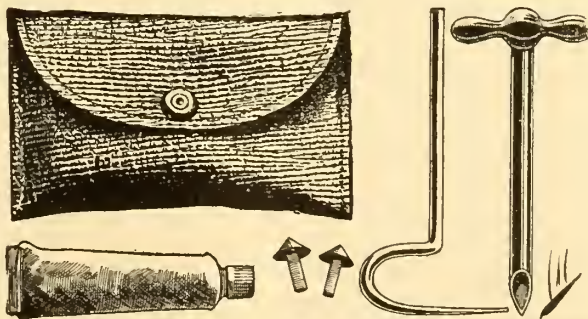


LIGHT.

EFFECTIVE.



QUICK.



PERFECT



REPAIRS

INSTANTLY



PERFORMED.

RETAIL PRICE, \$1.00

TERMS TO DEALERS ON APPLICATION.

CHICAGO, March 19, '94.

Messrs. A. & A. T. HEYWOOD, City.

Gentlemen:—I have carefully examined the working of your repair tool; have seen three punctures in a M. & W. tire repaired perfectly without removing the inner tube. While on a Palmer tire you simply make a punctured place as sound as a new tire. Every rider should have one.

N. H. VAN SICKLEN.

Manufactured by A. & A. T. HEYWOOD,

Address W. S. KAEHLER, Gen'l Sales Agt.

Room 904, 48 Van Buren St., CHICAGO.

MENTION THE BEARINGS

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MARCH 30, 1894.

No. 7.

Published every Friday by
THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY:
142-148 W. Washington St., Chicago.

General Representative, R. C. LENNIE.
Representatives: S. A. Campbell, C. E. Graham,
J. S. Van Buskirk, Fred E. McEwen.

SUBSCRIPTIONS.
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH,
142-148 W. Washington St., Chicago.

COPYRIGHTED, 1894, BY FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

THIS IS TAGGED--PHILANTHROPY.

As was the case with all manufacturers during the depression last summer and fall, we, as well as they, were obliged to let go a large number of men. In our so doing we retained only the very best and most skilled workmen—really the nucleus of our factory as it were. These men were not kept on simply as an act of charity or a desire on our part to be looked on as philanthropists, or because we were running an adjunct to a relief and aid society. They were retained because we had work for them to do, and for which they received each week value received for the time sold us. They were engaged in evolving marvelous and skillful tools to make more accurate, rapid, scientific, and perfect the Fowler wheel. These men did this faithfully and well. They were paid for it, and it would be a rank twisting of facts for us to claim that we kept them on as a matter of philanthropy—we didn't. They were engaged for our gain, our profit, in the way mentioned. Cycle construction advanced so much farther, and besides we are producing an article of merit that is pointed to as equal to the best in the world and also by reason of its being the truly great bicycle it is. Competitors yell, "As good as The Fowler but never better."

FOR THE LADIES.

Our ladies' wheel is meeting with a success never before accorded any woman's wheel. It is a model of grace and beauty; light, yet wonderfully strong and rigid. The regular Fowler truss frame is used.

WATCH 'EM.

With Kirby at Chattanooga, Biddle and Gibbons at Knoxville, Bowman at St. Louis, Updike, Van Antwerp, and Attersall, of Kentucky, mounted on Fowler racers this season, you may expect that the full share of winnings will fall to The Fowler as usual. They are all strong riders and have won a number of races. Several of the boys will follow the southern circuit and it will be well to look out for the Western Whirlwind—The Fowler.

AS THE GOSPEL--IT'S TRUE.

Whatever ye sow, so ye shall reap, was never more truly illustrated and proven than in The Fowler wheel. We put every possible penny into its construction to make it right; every conceivable effort is made to make it equal to the accepted best wheels in the world. Thus we sowed. The result was a wheel that for looks none could excel. Agents critically examined it, then gave it a trial; a trial full of knocks, bangs, miles of hardest riding, and hundreds of races. The result of all these is the cry by competing makers and agents, "As good as The Fowler." Thus we reap.

FOWLERS IN CINCINNATI.

Gray & Johnson, the new cycle dealers, are sure enough hustlers from the word go, and the way they are disposing of Fowlers is an eye-opener even to the older dealers. This firm have The Fowler for Cincinnati and territory within a radius of 40 miles, and will surely sell 150 Fowlers during the season.

You Are
Face to Face
With Facts
When Reading the
'94 Fowler Catalogue
Want One?
A Postal to us
Will bring it.

ONE OF A MULTITUDE.

They Are all Pleased Who Ride Fowlers.

DAYTON, OHIO, March 15, '94.
Special to THE FOWLER TRUTH.—

Gentlemen: I rode one of your twenty-five-pound Fowlers yesterday 47 miles, 19 miles of which I made in 1:05 and the last 16 miles I made in one hour, being after dark. The Fowler is so very rigid and stiff, and with its tool steel, dust-proof bearings, and the correct position one gets in riding a Fowler, there is no wonder why "simon pure" amateurs could win so many races on it as they did last year. I am perfectly satisfied with my Fowler every way. Wishing you the success you deserve, I beg to remain,
Yours truly,
112 E. Fourth St. JESSE KEPLER.

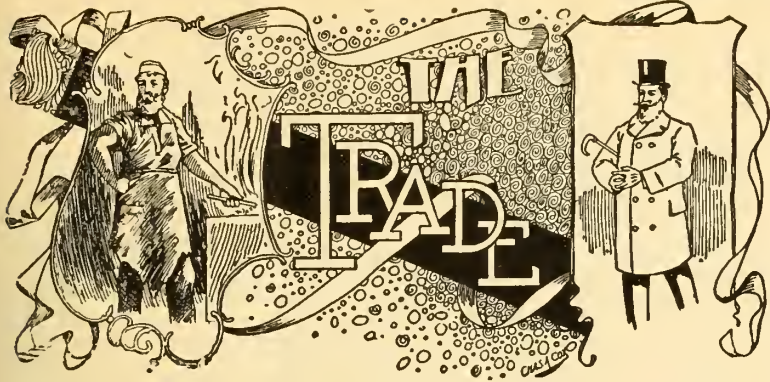
LAST EDITION

TO OUR AGENTS.

Although intended, this company will not open a retail store in this city, the demand even thus early for The Fowler by agents from every point of the compass is greater than the supply. New and expensive machinery has within a week been added to our already splendidly equipped factory, and we are working both night and day to equal this great and gratifying demand. Our first duty is to you, and if we don't sell a single Fowler wheel in Chicago this year, we will have done our duty to you as near as was possible.

FAMILIAR FACES.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TEN MILLIONS WORTH OF WHEELS.

The value of the wheels to be manufactured in Chicago alone this year will amount to over \$10,000,000, and the combined working force to turn out so large an output is not less than 3,500 men, at a conservative estimate. The number of wheels turned out, conservatively estimated by one who has spent a week in traveling through the factories of the city, will be 110,000. About two-thirds of this great number are what are known as medium-grade wheels, the rest all of the highest grade. The capital involved in machinery and plants must be enormous, but can hardly be estimated with any accuracy. It is about \$3,000,000, in round figures. This is probably too low. In the numbers of wheels manufactured, the Western Wheel Works leads with 40,000 machines for the year, and A. Featherstone comes next with 25,000. The St. Nicholas Mfg. Co. will make 10,000. Here are 75,000 medium and high grades. In the high-grade line the Gormully & Jeffery Mfg. Co. leads with 10,000, and the Monarch Cycle Co. comes next with 6,400, the latter being, however, \$100 wheels. The Ames & Frost Co. will make in the neighborhood of 5,000 bicycles, and the Warman-Schub Cycle House will make only a few less with its large line. The latter company has large contracts for jobbing houses, and is making wheels to order that do not go out under its name. The Sterling Cycle Works and the Hill Cycle Mfg. Co. each will turn out 2,500 wheels; the Derby Cycle Co., and the Kenwood Mfg. Co., in the neighborhood of 2,000 each; the Sunol Mfg. Co., only a few less; the March-Davis Cycle Co., and the Fulton Machine Works, 500 machines each. In addition to these must be counted in a number of small manufacturers, who are yearly turning out from fifty to 200 wheels, among them being Louis Jordan, Donnelly & Deward, Mason & Mason, the Sterner Cycle Co., Charles Stevens, the Illinois Cycle Works, and the Two Speed Gear Co. Others have wheels built for them in numbers that can not be well estimated. Among the number are the C. F. Stokes Mfg. Co., with the Wellington; the Sieg & Walpole Mfg. Co., with the Security line; the Sears Mfg. Co., with the Phantom, and others. Chicago is the very center of the industry of the United States, and, sooner or later, every manufacturer will have to be personally represented in this city for the best interests of his business. There is much to think over in these estimates. When the immense jobbing and retail trade of the city is figured with the above, the volume of business in the cycle line will be found to be immense.

NEW YORK TRADE.

What the Dealers Are Doing and Some the Wheels They Will Handle.

NEW YORK March 26.—“God loveth the Irish, like unto a cheerful giver.” This quotation will not be found in any bible published, but is nevertheless a truth, as is demonstrated yearly, when the date of St. Patrick's Day is at hand. In this city, March 17 is supposed to open up the bicycle season, and the bright sunshine with which the inauguration was ushered in this year, foretells prosperity to the trade.

A cleverly worded advertisement appears in one of our local papers this week, for which Frank Ray, of the Gormully & Jeffery Mfg. Co., is responsible. He offers to give a prize to everyone who correctly solves that knotty question, “Which is the best tire?” The only stipulation that is made is that the answer be: “The G. & J. tire.” The addition made to the old store, recently, and for the accommodation of their renting customers, is being patronized in a most encouraging manner.

Elliott Burris has found it necessary to enlarge the number of assistants already employed by him. He has gained the services of W. F. Smith, Jr., a brother of the popular racing man, Geo. C. Smith. Mr. Burris is being somewhat abused by several persons whom he has befriended in the past and who show but little gratitude for past obligations. His increasing business, however, prevents any notice being taken of these people, who are apparently not aware that they are showing themselves in a most disagreeable light.

Mc Kee & Harrington's factory at Lyndhurst, N. J., is

Being Run Overtime Regularly

of late to supply the demand created for the Lyndhurst. And why not, with such special features as wooden rims, white ash mud and dress guards, narrow tread, the ingenious device for locking the handle-bars, and the general trim appearance of their product. The New York City sales-room of the Lyndhurst people is located at 173 and 175 Grand street, where big business is transacted.

James S. Henderson, 165 Greenwich street, is handling a full line of the Black Mfg. Co.'s wheels. There are six models of the Tribune, all of which are fully guaranteed and undoubtedly will make a “hit” before the season is over.

Louie Peoples, proprietor of the Peoples Cycle Co., has been in the bicycle trade since 1877. Some years ago he was employed by Charlie Schwalbach at a small salary but, in true German style, soon started out for himself. At present he is conducting his business in a most enterprising way. He is already as popular as any man in Brooklyn.

H. Strugnell, the official cycling club outfitter at 310 Broadway, is making a specialty of ladies' knickerbocker suits. They are neat, practical, and correct; the prices range from \$12 and \$15 upward. From Mr Strugnell it was learned that more bloomer suits would be worn by ladies this year than is generally expected, this branch of his business being especially well patronized.

Two months ago, Clemens & Curtiss, withdrew from the bicycle business and sold their stock to the Starr Cycle Co., on Second street. Since that time there have been over 5,000 letters received at the general postoffice and more are coming every mail.

The postal authorities have been busy hunting up a trace of the ex-firm or one of its members and have been led a merry chase. There seeming to be nothing known by any of the old customers or associates of the firm as to their whereabouts. Meanwhile the hunt is still on and the mail matter increasing daily.

The Brooklyn Cycle Co., at 555 Fulton street, Brooklyn, has received the first completed Fulton. It is most attractive and at \$65 should prove a ready seller. The Fulton weighs thirty-two pounds ready for the road.

Mark Guy is manager of the Vigilant Cycle Co., 2020 Seventh avenue, which company carries a complete line of Falcon's and Mark Guy cycles (the latter line he is the maker of). He fits them with any tires and they never fail to give satisfaction. Guy fits pneumatics to cushion and solid tired bicycles for \$18.00.

Ira Perigo & Co. are carrying positively everything in the way of outfittings for cyclists—English plaid hose, bloomer suits, shoes, caps, and all kinds of gymnasium goods, and all are at reasonable prices. Since Perigo has moved to his present quarters at 23 Park Row his business has doubled.

The Raleigh Cycle Co's

riding school is being crowded daily with persons seeking to learn the art of riding the bicycle. The appointments of this school are so complete and the facilities so thorough that learning to ride becomes like unto attending a matinee. A specialty is made of ladies and children who receive the most careful attention. Gus Maltby, a brother of the famous professor, is proving himself as efficient a riding master as his more noted brother. The installment plan of the Raleigh company is most convenient to those who can not afford to pay cash for a mount. They charge no extra amount for the accommodation and on a wheel listing from \$100 to \$150, they require \$25 down and the balance in ten equal payments. The plan is graduated down to wheels which list at \$50, where \$15 is required down and six equal installments. Special figures are given to teachers and clergymen and all wheels are positively guaranteed for one year from date of purchase. The rental department is as systematically arranged as the rest of the business. Singles, tandems, and quadruplets are to let at reasonable prices. Then their locker room and storeroom for those who have no convenient place to put their wheels, during off hours, is thoroughly and conveniently appointed. The salesroom is a model of elegance; in it are displayed Crescents from \$40 up; Envoys, Fleetwings, Ben-Hurs, and Centrals, ranging from \$50 to \$100. Then the complete line of Raleigh patterns shown is as follows: Model C, \$125; Model G, \$140; Model A, \$150; Double A, \$160, and Ladies Model at \$150. There is a line of buyers filing in and out continuously from 9 a. m. to 9 p. m. which are their business hours. Mr. McDonald is running things in his own inimitable style and no doubt, aside from his executive ability, his personal popularity tends greatly to increase his business.

Von Lengerke & Detmold, 8 Murray street, are kept busy showing and selling Kenwoods, Lu-mi-nums, and Warwicks. They find the demand for Lu-mi-nums far above the supply and are continually sending “rush” orders to St. Louis for more wheels.

The Warren is made by Chas. J. Godfrey, 11 Warren street. It is built on strictly up-to-date plans and to look upon is truly “a joy forever.” Mr. Camier, who has charge of Godfrey's cycle department, reports more sales of the Warren than any other one make which they handle.

The Starr Cycle Co., 51 to 55 East Second street, have placed 100 new machines in their renting department and are now ready for their biggest season of work. They have a thoroughly equipped repair shop, where converting, enameling, nickeling and the most difficult repairs are solicited. Bicycles are also built to order and a general line of high and medium grade wheels are on sale.

The invitation to the swell Easter opening of Liberty Hall, on Bedford avenue, Brooklyn, will be something in the form of an art souvenir. On a heavy card is the reproduction of an immense egg, through which can be

seen at one end a bright-eyed little "chick" pecking its way out. Alongside the egg stands one of Wilson-Myers' superb wheels. Under the picture, which is embossed, are the words: "The first peck for 'Liberty.'" It is one of Alex Schwalbach's ideas. When the Hall is ready for occupancy, it will be the grandest one of its kind in America. The lavish manner in which money has been expended and the artistic ability of "Doc" Schwalbach are enough to satisfy even a king in his most extravagant wishes.

Should W. F. Murphy abandon his intended trip to Europe, he will carry a complete line of Keatings, together with one or two other high-grade wheels on which he has not yet decided.

The site of the Premier Cycle Co., at 34, 36, and 38 Watts street, is most conveniently adopted to the manufacture of bicycles. The line embraces four patterns of Premier saeties—the Helical Tube Roadster, Helical Road Racer, Helical Racer, and Helical Ladies' Model. They have abandoned the manufacture of weldless tube Premiers, owing to the public demand for the Helical type. The tires fitted to the Premiers are Morgan & Wright, Columbia, Palmer, and Dunlop. A recent addition to the original line of Premiers is the Centurion, listed at \$100 and built on identically the same pattern as the other models; has twenty-eight-inch wheels, tangent spokes, eleven-inch ball bearing steering head, twenty-inch handle-bar, cork grips, light Premier saddle, tubular L saddle post, finished in jet enamel, with all fittings heavily nicked or copper, sixty-men gear, weight all on thirty pounds. The wheel is a beauty and can be recommended to all agents and the conservative public. The Premier Cycle Co. formally opened a branch store in Orange, N. J., last Saturday. The store is located at 560 Main street, under the management of E. D. and G. W. Dayton, both of whom have had a long experience in the cycle business and are men who understand the science of persuasion thoroughly. A jolly good time was had at the opening, cigars, lunch, and wine being free to all visitors.

That St. Louis Bicycle War.

It is a matter for regret that firms in the bicycle business can not get along without fighting, but they seem to be constituted very like other people. The notice of the suits brought by the Carbo-Alumina Metal Co. against the St. Louis Refrigerator & Wooden Gutter Co., has brought forth the following reply from the latter. It is unnecessary to say that THE BEARINGS is not responsible for what these people may say about each other, but the only way in which we can get at the facts in the case is to give full hearing to both sides.

ST. LOUIS, MO., March 24.

EDITOR THE BEARINGS:—We have seen mention in the columns of the bicycling press of the suits recently brought against us by the Carbo-Alumina Metal Co., of this city. We naturally wish to reply to same, but will do so in as few words as possible.

We had a contract with the above named company to deliver us certain quantities of castings of aluminum alloy bicycle parts. We found them unable to deliver the goods as called for in the contract, and to assist them we advanced them money to the amount of about \$1,000, and waited patiently and gave them every conceivable opportunity and assistance to execute their contract. Finding them utterly unable to do so the only alternative left us was to cancel the contract, which we did, after having suffered heavy loss through advancement of money and loss of business and in other ways, both direct and indirect, all as a result of their failure to fulfill their contract with us. Had we thought the firm responsible we should doubtless have then brought action against them, but instead we were obliged to content ourselves with taking their note for the amount of money they were owing us. This note comes due April 1. This probably explains in a measure why these suits are being brought just at this time.

The above is the explanation. Of course we at once built our own foundry and have been making our own castings ever since, and shall continue to do so. Relative to the assertions that we have published the results of tests of their metal and claimed it to be our own, will say, that this is a plain lie. All tests we have in any way used for advertising purposes, since the cancellation of the contract, have been made on our own metal cast by us in our own foundry. Both suits are ridiculous and of no consequence. We look upon them as only one of a series of things these people are doing in an endeavor to harass us. Please do us the favor to state that these suits will have absolutely no effect whatever on our business. Our factory is running at full capacity and will continue to do so, and those contemplating purchasing our machines can leave the suits entirely out of consideration, as they cut no figure whatever.

Yours respectfully,

THE ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

L. W. Conkling.

Cash vs. Credit.

The American Ormonde Cycle Co., 10 Barclay street, New York, who have been recognized during the past three years as the leading manufacturers and jobbers of cycling sundries, adopted terms this year different to any other house in the trade. That is to say, instead of the usual thirty or sixty days time, less two per cent in ten days, they sell both their sundries and bicycles at a net cash figure, and give two per cent off for cash with order, or if goods are ordered sent C. O. D. Or, they will open accounts with thoroughly reliable firms on a ten-day basis, terms net. Naturally the company received a good many complaints from old customers; when they received the net cash prices they were satisfied to do business on the new terms. Only those in the manufacturing and jobbing business know what the bad accounts in the cycle business amount to during a season, which have to be provided for, and, as the above company turn their money over directly, they can afford to do business on a very small margin of profit. We understand they are now doing more business than they ever did before.

—[Adv.]

Who says that Chicago trade is not picking up? Several of the stores on Cycle Row are making preparations to keep open evenings.

MR. OVERMAN'S STORY.

President of the Overman Wheel Co. Has Something to Say Regarding the Spalding-Overman Controversy.

Mr. A. H. Overman, president of the Overman Wheel Co., has written the following explanatory letter to THE BEARINGS:

"EDITOR THE BEARINGS: We regret that the Overman-Spalding controversy has taken so much of your space and attention, but the statements made in the *Referee* and BEARINGS of March 23, and purporting to have been given by Mr. A. G. Spalding, are so far from the exact truth that some explanation from us seems to be demanded about the 600 machines. That you and your readers may judge whether the other letters of August 9 place an 'entirely new meaning on the whole transaction,' we give you full copies of such as refer to these wheels:

CHICOPEE FALLS, MASS., Aug. 9, 1893.

MESSRS. A. G. SPALDING & BROS., New York, N. Y.

Gentlemen: Acknowledging your favor of even date, we will accept your proposition to take from you 600 Victor bicycles on the terms named in your letter, provided that your open account with us is satisfactorily settled to August 1, 1893, and provided also that you satisfy H. K. Olmsted & Son, of Syracuse, with regard to rebate claimed by them on their sales of Victor bicycles.

In case you should prefer to have the paper, which you are to give us on the return of these bicycles to you, fall due at later times than the dates mentioned in your letter of today, we will accept paper from you which will fall due not later than May 1, 1894, provided we can discount such paper, and provided that the expense of discounting this paper be paid by you to us in cash at such times as such expense is incurred by us, but if we find that we are unable to discount, at market rates for prime mercantile paper, such paper maturing at later dates, we will then require paper maturing as per your letter of August 9.

Very truly yours,

(Signed) OVERMAN WHEEL CO.

By A. H. Overman, President.

CHICOPEE FALLS, MASS., Aug. 9, 1893.

LAMB KNITTING MACHINE CO., Chicopee Falls, Mass.

Gentlemen: Please deliver to the Overman Wheel Co. 600 pneumatic, 1893, model Victor bicycles to be about half and half model D and Flyer.

Take the Overman Wheel Co.'s receipt for these machines and send us list of the numbers.

Very truly yours,

(Signed) A. G. SPALDING & BROS.

By J. W. Spalding, Treasurer.

"These wheels, so far as we know, were returned to us without regard to the question of whether the enameling was perfect or imperfect, and as a matter of fact they were delivered to us from the storehouse of the Spaldings, at Chicopee Falls, and we were given to understand at the time that they never had been out of this city.

"Furthermore, the application made us by the Spalding letter of August 9, 1893, was only a change in form of one that had been made in substance some forty days earlier.

"Our notes could not possibly have been any security whatever for the wheels taken into our factory, and therefore there would have been no reason for their being given for that purpose, nor were they given for any other purpose than such as is clearly indicated by the Spalding letter of August 9, 1893, and by our letter of August 9, replying thereto.

"It is true that they returned our notes the latter part of November, but it was some time after we had made serious complaints of the manner in which we were being treated, and if our notes had been in their safe 'ever since received' from us and were obtained for no other purpose than storage there, we frankly admit to having been greatly deceived by them. The notes when returned, however, bore distinctive marks of having been elsewhere and of having been used for the purpose for which we supposed they were obtained.

"As to his interests as stockholder, the company's books do not show that Mr. Spalding, next to Mr. Overman, was the largest stockholder, nor, in fact, would all the stock in the Overman Wheel Co. held by him, his brother, and Mr. Curtis together, even have made him the largest stockholder, next to Mr. Overman, in the Overman Wheel Co.

"Whether, as vice-president, he ever received notice of the company's meetings we have no means of knowing, but do know that the secretary of the company always sent to him the same notice by mail that was sent to other stockholders or directors, and we think that if any additions were made to the factory of the Overman Wheel Co. without his counsel and against his desire, they were so against his counsel and desire by reason of his having a greater interest in the business of somebody else than the Overman Wheel Co.; and as proof, satisfactory to us, of what we say, we will here quote from a letter written by A. G. Spalding & Bros. more than a year ago to a Victor agent: 'We shall allow you a rebate of 5 per cent October 1, on all Victors you purchase during the year, provided you will give us an order, in addition to the Victors already ordered, of five Credendas. Of course this rebate will have to be strictly confidential, as it is in violation of our contract with Overman.'

"Very truly yours,

"OVERMAN WHEEL CO.

"By A. H. Overman, President."

But one store in Chicago made any attempt whatever at an Easter decoration. And that was the Stokes Mfg. Co., who had their front window tastefully decorated with lilies and roses.

The Marion Cycle Co., Marion, Ind., are running night and day. Superintendent Halladay is a hard worker at the present time.

BICYCLES AS A SIDE LINE.

A Prominent Hardware Dealer Writes an Interesting Article on the Question—Advises Members of the Guild to Handle Wheels.

After an experience of seven years in retailing bicycles in connection with a general stock of hardware, stoves, and house-furnishing goods, we can say that we consider the bicycle as important a factor in our business as the vapor stove, the refrigerator, or the cook stove. In fact, if handled properly, it can be made as profitable as any specialty sold by the trade. We have always believed in a future for the bicycle, even in the days of the old ordinary, and our belief is being realized from the fact that last season no single line in our business proved as profitable as our bicycle department. The bicycle is a

Seasonable Article.

and with the constantly increasing competition, it seems to us that the special bicycle dealers will eventually have to succumb to the regular trade, as an article so seasonable as the bicycle can not always be made to pay profit enough in the four months' selling season to maintain a business for the whole year. The bulk of the trade usually comes in March, April, and May, somewhat earlier than the vapor stove trade and the other summer specialties—a good time for the hardware dealer, as much of the preliminary work of showing and talking up the wheel to prospective purchasers can be done before the spring trade is at its height.

Repairs.

Every hardware and stove dealer has to maintain a repair shop, and bicycle repairing can be made much more profitable than repairing tinware or gasoline stoves, nor is it necessary to pay an expert repairer high wages, as some dealers seem to think; but the difficult repairs should be sent to the factory.

The Bicycle

is a specialty much like the vapor stove, and comes in more naturally with the hardware line than with any other. The goods are not too bulky, and can easily be displayed with spring and summer goods, helping take the space occupied by heating and cook stoves during the fall months. A good bicycle trade will make the hardware and stove dealer's spring trade nearly equal to fall trade, thus balancing the year and helping to furnish profitable employment for the shop men during part of the dull season in July and August.

Difficulties in the Way.

Bicycles run into money fast, and while a good margin and a good net profit can be made, it is necessary to use care to make sales to a class of customers that will pay as they agree. Most wheels have to be sold on the installment plan, if one desires to do much of a business. If a wheel is sold on too small a cash payment, with big promises for the balance, the dealer will generally find at the end of the season that he will have to settle with his customer by taking back the wheel, which, owing to improvements and the lowering of prices, may not be worth next season half what the dealer has invested in it. Many of the trade have had experiences of this kind that have thoroughly disgusted them with the bicycle business. Bicycles, like vapor stoves, easily get out of order and need some attention after being sold. There are tire punctures, defective bearings, defective tires, and numerous other complaints, all of which come back to the dealer to be settled. It is one of the great drawbacks to the trade, in the eyes of inexperienced dealers. The way in which we look at that point is this: Real defects are made good by the manufacturers, and we merely stand between them and the rider. Imaginary defects must be dealt with by keeping posted in the business and by explaining to the customer what he can reasonably expect his wheel to stand and what he can not. We figure on a profit sufficient to pay us for all extra annoyance in these matters, which is a necessary part of the business. Where we do work, or replace parts broken by accident or misuse, we charge for it, and when we sell a wheel we do not so interpret the guarantee to our customer as to lead him to believe that we repair everything that may happen to his wheel during the year free of charge.

Exchanging Machines.

We do not do any more trading than we can help, and when we do take an old wheel in part payment we are sure not to allow more for the old style wheel than we can resell it for at a profit. We use the lease plan, a very good one for securing deferred payments on wheels. Some, however, prefer a chattel mortgage. We insist upon at least 33⅓ per cent of the purchase price down. If the customer is a clerk or some one with a good steady job, we make the monthly installment as high as he can stand, always figuring to get out in six months, or before the riding season is over. By especial care in selecting our customers we were enabled the past year to do a good business, selling over 100 wheels of all kinds, and today we have not an old returned wheel in stock, and not over \$50 still due on last year's business.

When the Riding Fever

is at its height there are a lot of young fellows who will do anything to get wheels, without any hope or prospect of paying for them; these, dealers should look out for. Another drawback may be mentioned, which is the constant changes and improvements in wheels, making the old styles nearly worthless. Even when little used, the ordinary wheel, that sold for \$135 six years ago, would hardly bring \$30 today. These same improvements have, however, had the effect of making a staple business of what was a very risky one in the days of the ordinary. It seems at present that future improvements will not affect the values of present stocks as much as in the past. The question of general design is the same, the question of weight can be changed but little from the present. The improvements of the future would seem to lie in minor details principally. It is, however, advisable for the dealer to figure on selling all his stock every year, and in using caution in taking hold of wheels that vary much from the old established lines which have been thoroughly tested.

The Assortment

must depend on the size of the place and the condition of trade. Where a great many wheels are being ridden every year, the successful dealer must carry a representative line. He must have wheels at all prices, for all ages, and for both sexes, and as no one concern builds a complete assortment of wheels, it is impossible to confine purchases to one line. We select the best youths' line from one maker, provided they meet our views on prices and improvements, and everything depends upon having the latest—a last year's wheel is like a last year's bird's nest. Next we want a good medium-priced wheel. Then we must have a line of wheels for the trade who desire the best. No matter how good a wheel may be, or how perfect in our estimation, some rider or purchaser may object to the kind of tire or saddle, so we find it advisable to sell more than one high-grade wheel, selecting so as to cover the desirable features in tires, and in what the trade seems to demand.

The Trade is a Fickle

factor as a rule, varying in its wishes and depending for its information upon what it has seen and used. But still it is to be humored by the successful dealer and not dictated to. The would-be purchaser generally gets pointers about buying from some more experienced rider. If he wants a clincher tire, have it for him; don't lose the sale to a competitor by trying to talk him into buying a cemented tire. In small places the trade will depend largely upon what the dealer makes it. If he can get one good wheel started, that will be what they will all want. A variety in the assortment is as necessary in bicycles as in stoves. One should be able to meet all the demands of the trade.

Bicycle Sundries.

Where the trade is well established a line of bicycle sundries is quite necessary and fairly profitable, but many high-priced patented articles should be dealt in lightly until one knows what the trade will buy. Locks, repair outfits, lubricants, bells, whistles, and trouser guards are the staple sellers in this line.

One Line of Wheels.

It is a bad thing to handle too many kinds of wheels in the same grade. They are like stoves in that respect. Do not at any rate handle more lines or more makes than will fill the assortment you propose to carry.

The repair question will be greatly complicated by multiplying the makes of wheels. We don't confine ourselves to any one manufacture, but try to choose those that are likely to be in the greatest demand; at the same time we confine ourselves to just as few makes as possible. The business is constantly changing, and must be closely watched to keep up with it.

To Stimulate the Trade.

People, much like sheep, will follow the leader. If you can get a society leader to ride a wheel, others of his or her set will want to ride, too, on the same kind of a bicycle. It is the same with business men; let two prominent business men take to bicycling, either for health or as a pastime, and others are sure to follow. The same rule applies to professional men, mechanics, and artisans. From this dealers can draw their own inferences as to possible means of stimulating trade in their own localities. It is well sometimes to take some extra risk in getting the right man on a wheel, although this feature is often carried far to extremes by the trade. In some cities I have known of firms trading a new high-grade machine with some desirable rider for some old rat-trap they did not expect to get half out of, just to get his influence, but I have rarely found this to repay the dealer to any great extent. Many physicians are recommending wheels to their patients who need exercise. Something might be accomplished in this line if it is rightly managed.

Bicycle Clubs

are a very good means of stimulating trade, especially in the newer districts. It is well to stand in with the local club, though we have never seen much direct benefit from so doing. Club men are, as a rule, supplied with wheels, and the best trade comes from the new riders. The bicycle is fast

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
YOUR NAME IS VALUABLE
TO US
WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE
MORGAN & WRIGHT
CHICAGO

becoming something more than a plaything. Its great future lies in the possibility of its use in place of the horse, the street car, or other means of locomotion. It is being used by thousands of clerks and artisans in place of the horse. We know of a lady clerk who is using her wheel right through the coldest weather as a means of transit from her work to her home.

The Repair Shop.

It is necessary for the dealer to do a certain amount of repairing. This is not half so bad nor so complicated as with gasoline stoves. It needs only to be looked at in the right light to be rid of its formidable aspect. We have a brazing outfit, but would not advise other dealers to put one in, as we do not use it. Almost all the repairs are those that any tinker can do with a little experience, and the whole question of tire repairs is as easy as soldering tinware.

The next thing in importance is putting in spokes and straightening bends. All this can be made more profitable than any other part of the tin shop. Where frames break or parts break, like cranks or other forgings, the thing to do is to order duplicate parts of the maker. If the break is the result of a flaw the factory will furnish the part free, your customer will pay the express, and you will furnish the time for replacing.

If caused by an accident charge well for your time and material.

About 25 Per Cent

of repair work will have to be done free of charge, but the other 75 per cent can be made to pay a handsome profit on the whole.

No special tools are required. Keep a stock of tire cement and tire repair rubber and an assortment of balls and spokes, and with the ordinary tinner's tools the rest can be done.

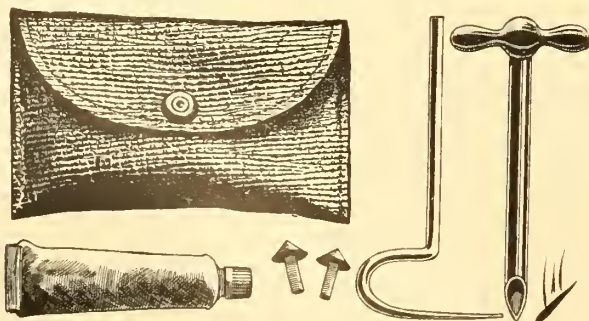
We have a growing belief in the future of the bicycle, and that the hardware trade is the place for it.—E. C. COLE, in *Hardware Bulletin*.

REPORTED TO HAVE SKIPPED.

A report appeared in one of the Chicago dailies to the effect that W. C. Smith, late of the Ariel Cycle Mfg. Co., had fled to Canada. The dispatch further states, on authority of members of the company, that a number of shipments of wheels were made by Smith while acting as manager of the company of which no account was kept on the books of the concern. Up to the time of his resignation some two weeks ago Smith had almost entire charge of the Ariel works. At that time there was a change in the affairs of the company, the capital stock being doubled and a new set of officers put in charge of the office, and Smith was deprived of not a little of his authority. He resigned in a short time and came to Chicago and called at THE BEARINGS office stating that he had made arrangements for building bicycles in connection with W. C. Sanford, at Battle Creek, Michigan, and that he would have wheels on the market in thirty days. C. H. Plumb, in charge of the Chicago store of the Ariel company, could give no information on the matter. A telegram to Smith at Battle Creek elicited the information that he had not left the country but was in that city opening a bicycle factory.

The Heywood Repair.

Seldom has a repair outfit caused such a sensation as the one invented by A. & A. T. Heywood, of Chicago. It was partially described in THE BEARINGS a couple of issues past. The Heywood repair is simple but effective. It consists of a nicked tube about three inches long and a solid wire plunger. When a puncture is discovered an umbrella-shaped rubber plug is shoved into one end of the tube and plenty of "goo-goo" administered. Then the



tube is inserted into the puncture. At this period the plunger gets in its work. It is put in the tube and forces the rubber plug out gradually, the tube being withdrawn gently; this leaves the plug in the puncture, and all you have to do is to put a little more "goo-goo" on it and cut off the surplus rubber. Mr. Heywood and his father will manufacture this outfit, which will retail at \$1. The puncture can be repaired in ten seconds. The office of the company which will manufacture it will be at 904 Isabella building, Chicago.

Chance for Some One.

The American Ormonde Cycle Co., 10 Barclay street, New York, want agents for every town and village in the United States to sell their Ormonde and Ferris wheels on commission. If they can not get regular cycle agents in each place, they will appoint any cyclist, if references are satisfactory. Wake up, riders, send in your address for particulars, if the Ormonde is not already represented in your town.—[ADV.]

Late Catalogues Reviewed.

E. C. Stearns & Co.—A magnificent creation and the handsomest cover we have yet seen. Inside fully up to standard.

Munger Cycle Mfg. Co.—Shows good taste. Nothing gaudy, but everything done in that neat style that characterizes everything that "Birdie" Munger undertakes, outside of the clothing line, of course.

Marion Cycle Co.—Printed on costly paper and a very fine production. Cover remarkably neat and catchy.

Syracuse Cycle Co.—Done up in good style and sure to satisfy those artistically inclined.

Telegram Cycle Co.—This catalogue resembles the one issued by the Sercombe-Bolte Co. last year. Very interesting.

W. G. Schack.—Has a very gaudy cover with huge emblem on it. Inside interesting and gotten up in good style.

New York Belting & Packing Co.—Have issued a very neat booklet describing the New York Key and Gee-Whiz tires. Has a neat cover with legend, "Ture the key and we do the rest."

Louis Rosenfeld & Co.—A little pamphlet filled to overflowing with testimonials about the "Hy-Lo" gear.

Acme Mfg. Co., of Reading, Pa.—A catalogue with full descriptions of the Neversink, Acme, Gem, and Sturmer bicycles.

M. B. Hirsh & Bros.—Neat little handbook showing the latest styles in bicycle clothing.

Singer & Co.—Catalogue showing the latest patterns of the famous Singer bicycles.

Garford Mfg. Co.—Every one of the many patters of Garford saddles are fully described in the tasty little catalogue gotten out by the Garford Mfg. Co.

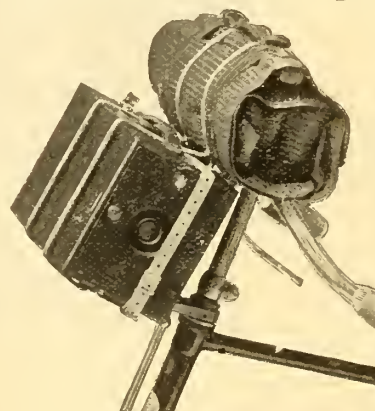
The Powell & Clement Co.—Catalogue showing the wheels handled by this firm, among them being the Remington, Road King, Lyndhurst, Lovell Diamond, Valkyrie, and the Featherstone and Western Wheel Works goods.

St. Louis Refrigerator & Wooden Gutter Co.—Pamphlet of testimonials on the good qualities of the Lu-mi-num.

Acme Cycle Co., of Elkhart, Ind.—A booklet telling how the firm can sell bicycles at retail and wholesale prices.

Lamson's Luggage Carrier.

C. H. Lamson, of Portland Me., made the first luggage carrier, and since that time there has been a great demand for them. He has made luggage carriers for the Elwell European



tourists for the last three years and Mr. Elwell recommends them very highly. His No. 6 is fitted with straps arranged to carry a camera as well as a roll of clothing. This is particularly suitable for tourists, for they will find the carrier strong enough to carry two or three changes of clothing as well as a kodak. The price is \$2.

A New Tire Company.

The Consolidated Rubber Co., of Trenton, N. J., have begun the manufacture of bicycle tires on a large scale. One of their special tires is the Pease detachable which is used by the Derby Cycle Co. of Chicago, to the exclusion

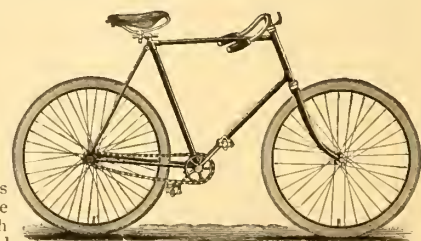
of all other tires, and has proven remarkably successful. They also manufacture a full line of cemented tires.

A Splendid Business Opportunity.

The right party, with limited capital, can secure a half interest in a complete bicycle plant, near Chicago, and pay for the same out of the profits of the business.—Address A 1, THE BEARINGS.

E SYLPH---LOOKS ALL RIGHT! IS ALL RIGHT.

Many Pronounce it The
Handsomest of the Season.



This model has high-frame, and weighs 26½ pounds. We build a low frame in the same weight and pattern and furnish either wood or steel rims. We also build others in 22, 28, and 32 pound weights, including a Road Racer and Ladies' Model. SYLPH CYCLES run easy; received highest award at World's Fair, and are absolutely highest grade and up-to-date in every detail. Our new '94 catalogue just out—explains all details—will interest you. Send for one. AGENTS WANTED.

ROUSE, HAZARD & CO.

Manufacturers of Sylphs and Overlands;
Jobbers of W. W. W. Goods and others.

142 G Street, PEORIA, ILL.
Mention The Bearings



Retailers Remember

Remarkable
Raleigh
Results

R ALEIGH
IDERS
EGULARLY
ECREATE
OUND
OUGH ROADS.

R ALEIGH
IDERS
ACING
UN RINGS
OUND
IVALS.

R ALEIGH
ARELY
EQUIRE
EPAIRS.

Raleigh Cycle Co.

289 Wabash Ave.

CHICAGO

2081-2083 Seventh Ave.

NEW YORK

ZIMMERMAN ON TRAINING, 50c.

Mention The Bearings.

OUTER SHOES



CRANKS



WASHER



GOOD POSITION

FLYING START



PUNCTURE PROOF BAND



CASTING



COASTERS



REPAIR OUTFIT



NEW YORK SHOW



A FEW PAGES
FROM
MORGAN &
WRIGHT'S
CYCLISTS' DICTIONARY

Important to Every Person.....

The tremendous demand made on us for Bicycle Tires of our manufacture taxes our very large capacity greatly, although we are working 23 1-2 hours every day with a large force of skilled workmen.

✧ **Why?** ✧

Because——

Our Cyclone, Rex, and Climax Tires

Are very Superior to any other mechanically fastened and cemented tires offered the trade.

Our Low Prices ✧ ✧

Are made in our behalf, and if you have not secured them write us at once for them and our circulars. It will pay you.

Eastern Rubber Mfg. Company,

TRENTON, N. J.

BRISK TRADE IN PHILADELPHIA.

PHILADELPHIA, Pa. March 26.—The Globe Steam Heater Co., of Broad and Vine streets, who are the Eastern agents for a number of wheels report business as being very good. Frank N. Dampman, manager, told a BEARINGS man last week that they were selling, on an average, a dozen wheels a day. This firm will have a representative on the track this season, riding the Sylph wheel. There are a number of applicants for the position, but Manager Dampman has his eye on a man who he says will be a wonder. His name is John Stevenson and he hails from Thurlow, near Chester, Pa. Stevenson is reported as having ridden an unpaced mile in 2:06 last fall.

The Chas. S. Smith Co., of Tenth and Arch streets, are preparing for a very busy season. During the past week or so large consignments of Ramblers and other makes have been seen coming in and the store is now complete for a brisk spring trade. The Stormer wheels, made by the Acme company, of Reading, Pa., will receive the special attention of the firm and will be pushed for all they are worth. The order for Ramblers is reported as being very large, in fact much larger than this time last year.

After having been before the public for over a month the Frank Donlevy Hardware Co., of 833 Arch street, has at last caught the public's eye with their bicycle department which is presided over by Abe Powell. Business has started with a rush and thus far the new departure has more than equalled expectations. Mr. Powell says that the ladies are paying a great deal of attention to riding this year and thinks that the sport will have more recruits this season than ever before. For this reason special attention will be paid to the ladies' machines of the Derby and Falcon make. A large number of juvenile wheels were received last week, including the Falcon, Little Dick, Wynnewood, and Leader.

The Union Cycle Co's branch house on South Penn Square will hold a reception today, Easter Monday. The Union wheel, under the guidance of Jack Greer, has secured an excellent reputation in this city and a large crowd is expected to be in attendance to inspect the '94 patterns, a great many of which have already been seen on the street.

Rouse Denies it.

Last week THE BEARINGS received a postal card from a Washington, D. C., dealer, who complained that Rouse, Hazard & Co., of Peoria, were auctioning wheels at the capital and were hurting the local trade. The card was forwarded to the Peoria concern and the following reply was received from Mr. H. G. Rouse:

EDITOR THE BEARINGS: We thank you for yours of the 10th., handing us a postal card from a dealer in Washington City, stating that we are offering large numbers of wheels in that city at auction under the name of the Flyer and the Capitol, and that the regular dealers are "hot" about it. Will you kindly state that we deny this charge

most emphatically. We are auctioning no bicycles in Washington City or anywhere else and have never been guilty of any auction-house business whatever, save in one western city, where, being compelled to take a lot of old stock on a debt we closed a portion of it out at auction, about a year ago. Very truly,

ROUSE, HAZARD & CO.

Trade Changes.

SAN FRANCISCO, CAL.: The Huntington-Hopkins Co. hardware and bicycles, sold out. CHICAGO, Illinois Cycle Works; chattel mortgage, \$951.

FARINA, ILL.: R. N. Carroll & Co.; hardware and bicycles; dissolved.

CAMBRIDGE, IOWA: John Willard & Co., hardware and bicycles; W. Bishop, bill of sale one-half interest, \$850.

DOON, IOWA: W. H. Kridler, hardware and bicycles; chattel mortgage, \$5,547.

MOUNT PLEASANT, IOWA: W. H. Crane & Co., hardware and bicycles; sold out.

SABETHA, KAN.: C. H. Adams, hardware and bicycles; fire loss.

HOLYOKE, MASS.: Keating Wheel Co.; chattel mortgage, \$28,000.

SOMERVILLE, MASS.: Fred M. Kimball, hardware and bicycles; chattel mortgage, \$800.

HOMER, MICH.: George Sanford, hardware and bicycles; sold out.

EDGERTON, MINN.: F. A. & A. J. Meacham, hardware and bicycles; sold out.

ANACONDA, MONTANA: Stagg & Cyllen-berg, hardware and bicycles; dissolved.

DOUGLAS, NEB.: C. B. Castleman, hardware and bicycles; sold out.

TABLE ROCK, NEB.: Tillotson & Andrews, hardware and bicycles; dissolved.

DRYDEN, N. Y.: Cyrus French & Son, hardware and bicycles; dissolved.

MEDFORD, ORE.: Beek, Whiteside & Co., hardware and bicycles; dissolved.

MINERAL WELLS, TEXAS: Fred J. Tucker, hardware and bicycles; trust deed.

TOLEDO, OHIO: Geo. B. Colton, sporting goods and bicycles; incorporated as the Colton Mfg. Co.

TOLEDO, OHIO: Whitaker & Kirk Hardware & Bicycle Co.; Ed A. Kirk warrant deed, \$3,350.

SPOKANE, WASH.: Wolverton & Byrd, hardware and bicycles; burnt out; insured.

NEW WESTMINSTER, B. C.: Cunningham Hardware & Bicycle Co. (Limited); judgment, \$728.

PETERBORO, ONT.: Kingan & Co., hardware and bicycles; succeeded by Kingan & Allen.

MERCELINE, MO.: J. H. Smith & Co., hardware and bicycles; succeeded by Geo. P. Allen & Son.

PORTLAND, ME.: the Swinerton Wheel Co.; incorporated, capital stock \$1,000,000; will manufacture wheels.

GALESBURG, ILL.: the G. B. Churchill Co.; incorporated, capital stock \$20,000; hardware, bicycles, etc.; Geo. B. & M. L. Churchill, incorporators.

GALION, OHIO: the Bicycle Coupler Mfg. Co.; incorporated; capital stock, \$25,000.

DONIPHAN, MO.: Wright Bros. Hardware Co.; incorporated; capital stock, \$10,000; incorporators, J. R., T. L., and E. W. Wright, and J. L. Dalton; will handle bicycles.

HUNTINGTON, W. VA.: Foster Hardware Co., hardware and bicycles; incorporated by B. W. Foster, L. M. Sanford, and Charles Russell; capital stock, \$50,000.

Century Plant is Destroyed.

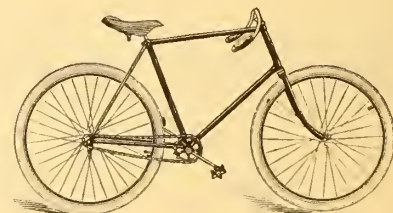
INDIANAPOLIS, IND., March 26.—Fire tonight destroyed the plant of the Century Cycle Mfg. Co., makers of the Arrow. The loss will be between \$50,000 and \$75,000. M. F. Smither was the principal owner.

Mr. A. A. Taylor, superintendent of the agencies of the Eclipse Bicycle Co., left the factory at Beaver Falls long enough to run down to Wheeling last week. He appointed Thos. M. Jones agent for the Eclipse bicycles in Wheeling and vicinity and took a good order which was increased by wire before he reached home. Mr. Taylor reports that at least twenty old wheelmen in Wheeling rode his model A Eclipses, and all excepting one pronounced it the finest machine they had ever ridden. It did particularly good work on the hills.



WHY NOT

Buy The Best?



If you are going to invest \$125 in a new wheel, why not get a wheel that is built for THE RIDER, and is actually worth the price you pay for it. You cannot afford to pay this amount of hard earned cash for a wheel that is listed at \$125, and sold at less than half that price to a jobber, then at a good big discount to a dealer, and then at a list price to you. Don't do it; you cannot afford it; you only get a wheel that is worth about \$75, and the balance of your money is wasted. You cannot afford to do it.

Tribunes are built for the Riders.

You get Full Value for your money
when you buy a Tribune.

THINK IT OVER

AND SEND FOR CATALOGUE



The Black Mfg. Co.,

MENTION THE BEARINGS.

ERIE, PA.



THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol IX
No 10

....CHICAGO, APRIL 6, 1894....

Hans Vergoot's Advice to his son Shake.

MEIN DERE POY SHAKE:

I hear py your moder so you vas puy a pystickle in Spring. Now, Shake, dot vos a mosht serious shtep von you to take alretty, as ye don'd know put you may pe in dot schweet pye and pye pefore ve see you again, don'd it.

Shakey, mein poy, pevare of de pystickle dat looks goot outside, but ish like a pad egg inside; dot kind vill make you so sick as you don'd know vedder it is dis year or last month, und you vill haf knobs on your poor head like von Hubbard Squash, und corns on your eyeball and teeth like de skin on dot toad.

Shake, mein son, your vader has ridden dot UNION pystickles dese four years so mooch, und you can bed your poots, poy, dat he has had heabs von oxberience, und you should take his advice and do vat he tells you some more.

I haf puy a new UNION so soon as dey come oudt, und I tell you vat, Shakey, dey vas very goot dis year as nefer pefore; dey haf vat de agent him calls some narrow treads, vat pring your feet so near de order one so dat no matter if you have legs like calipers or some ice tongs or your knees dem knock togedder so hard dot it sound like von big noise in your ears, you don'd get tired alretty, don'd it; you ride all day un don'd bend your leg bones neffer.

Dese "Unions" was very goot und de bearings vas fine scheel, Shakey, und dey run so smood as you tink you vas eating oysters all day. De "Union" veel ish goot all over him und he vas so strong, he brake all de weels dot run into him und he is pe petter ash new after it.

Your vader looks after your interests, Shake, und he don'd vand pay schome hospital pills, und your mother she cry all de day, but ven I tell her you vill puy you the "Union" pystickle, she wipe her face on de taplecloth und schmile like a leedle papy.

Do as your vader tells you, Shaké, und you vill need no vooden legs nor crutches, und de dochter vond haf to sew up your pretty face vid pright silver wire und darning neetle.

Your fond vader, HANS VERGOOT.

The above letter has been forwarded to us by "Shake" who wants a
Catalogue.

The Airtite-Dunlop is supplied when detachable tires are required.

UNION CYCLE MFG. CO.

239 Columbus Ave., BOSTON, MASS.

Branches: PHILADELPHIA, CHICAGO.

Catalogue free at agencies; by mail for 2c.

"Truthful James"

on **THE STERLING**
(BUILT LIKE A WATCH.)

Dear Girls:-

Which the letters I have received from my lady friends would make even Ah Sin blush, for having forgotten the girls and written two times to the boys.

Which I wish that if you are going to buy a wheel you would insist upon getting the Sterling. If your grocer sends you another, be honest - send it back.

Which if you wish to get through a big wash in a hurry you might try the Sterling. It makes things hum.

Not to deceive you I have my own opinion on the bloomer question. If you want to know what it is, I won't tell you.

With love
Yours truthfully
Truthful James

Get our catalogue.

It will give you some pointers.

STERLING CYCLE WORKS,

236-240 Carroll Ave., CHICAGO.

New York Agents: L. C. JANDORF & CO. 116-118 West 125th St.

Mention
The Bearings.

Victor Testimony

For a wheel to be depended upon at all times, to be ridden from January to December, on all kinds of roads and under all conditions, the Victor is without an equal.

Thousands of experienced wheelmen testify annually to this fact by continuing to ride this, their favorite mount, changing with the new models. Many more will appreciate it this season as they adopt this King of Wheels.

Graceful lines, superior finish, meritorious improvements, and absolute worth keep Victors in the front rank of cycledom—always the standard.

Our handsome catalogue sent free to applicants.

Overman Wheel Co.

BOSTON.

NEW YORK.

PHILADELPHIA.

CHICAGO.

SAN FRANCISCO.

DETROIT.

DENVER.

THE
BEARINGS
THE CYCLING AUTHORITY AMERICA

The... Remington



Extract from "The Cyclist," the largest and most influential wheel paper in Europe:

"THE USE OF EQUAL WHEELS appears to have been almost universally adopted by American manufacturers this year. English makers still largely adhere to the use of a larger steering wheel than a driver. They admit that they may save a pound by using the smaller wheel, but as most consider that the larger steering wheel is mechanically correct, and makes the more perfect machine, they prefer to adhere to it."

BUT, we will furnish both wheels 28 inch if desired.

Note our frame design as illustrated above. It was originated by us in '93, and we are endorsed in continuing it for '94 by the fact, that nearly all the prominent manufacturers in the country are adopting it as new (?) for their this year's model.

WE USE THE WORLD-RENOWNED

Bartlett Clincher, and Palmer Tires.

Workmanship the best. Prices reasonable. Popular weights. Send for catalogue.

Remington Arms Company,

CRESCENT SCORCHER.



PALMER TIRES

WOOD RIMS

SHELBY TUBING

25 POUNDS

\$90.

WESTERN WHEEL WORKS,

MAKERS,

CHICAGO,

SEND FOR CATALOGUE—FREE.

NEW YORK.

MENTION THE BEARINGS.

THE BEARINGS
Cycling Authority America

ZIMMERMAN

BIDLAKE

E. OSMOND

STROUD

SHORLAND

WHEELER

SANGER

WINDLE

An Object Lesson

on the advantage of using

Palmer Tires...

TYLER

MULLIKEN

F. OSMOND

GARY

BODE

MEINTJES

GITHENS

RICH

KENNEDY

BERLO

J. CLARK

LUMSDEN

E. NELSON

DORNTGE

J. LINNEMAN

BLISS

GOOD

JOHNSON

TAYLOR

HYSLOP

TUTTLE

DIRNBERGER



On a recent run of a Chicago club two men punctured their tires at about the same time. One was an inner tube tire and the other was a Palmer tire. To the first was scant courtesy given, and he was compelled to make his own repair, pulling the inner tube out and placing the repair patch on; while in the case of the man with a Palmer Tire there was a dozen men ready to make the repair, and the man who did so had to fight his way to the wheel before he could effect a repair. In another case one of the riders on a Sunday run cut the valve off his Palmer tire through riding it without cement. The riders with him at once improvised a repair in this manner: A large plug, such as is used for the repair of large punctures in the tire, was inserted in the valve hole. The tire was then punctured on the face, and by inserting the pump in this hole the tire was inflated. The second hole was then repaired with the needle and the rider completed the journey in perfect comfort with no valve in his tire. Another club man punctured on the road in four different places. He ran over some sweepings from a schoolhouse. There were six punctures and all were repaired so that he could continue the ride within a few moments.

The Palmer Pneumatic Tire Co.

...CHICAGO, ILL...

FOR PRICES, ETC., ADDRESS

Columbia Rubber Works Co.
65 Reade St., NEW YORK, and
159 Lake St., CHICAGO.

The B. F. Goodrich Co.
AKRON, OHIO.

MENTION THE BEARINGS

ASA FOX
BEARINGS

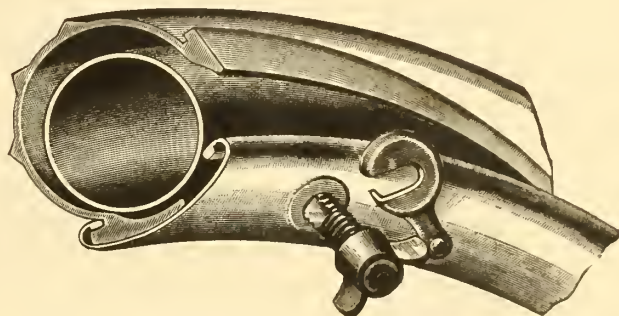
WE ARE LICENSEES

...FOR THE...

Celebrated "G. & J. Tire."

And are prepared to furnish them
promptly in any quantity.

We have had several years' experience in making this
tire and can therefore guarantee perfect work-
manship.



THE B. F. GOODRICH CO., Licenses,

Akron Rubber Works, AKRON, OHIO.

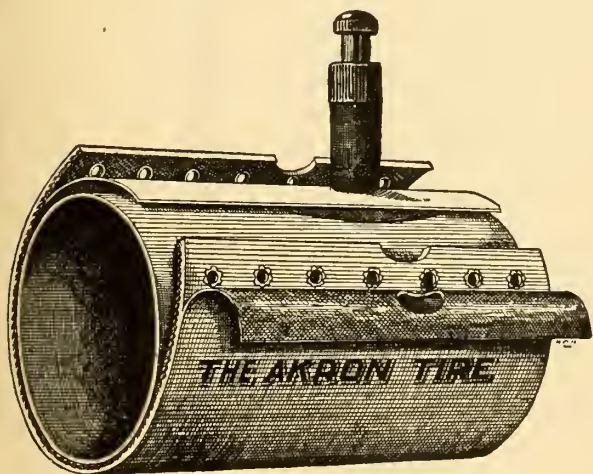
Also, THE COLUMBIA RUBBER WORKS CO. - - 65 Reade Street, NEW YORK; 159 Lake Street, CHICAGO.

MENTION THE BEARINGS

The New
Improved...

"Akron Tire" for 1894.

The Best Medium-Priced Tire
on the Market...



LIGHT. RESILIENT. DURABLE.

Fully covered by a broad and liberal guaranty.
Ask for samples and prices.

SEND FOR DESCRIPTIVE MATTER.

Manufactured by **THE B. F. GOODRICH CO.**

Akron Rubber Works, AKRON, OHIO.

Selling Agents--THE COLUMBIA RUBBER WORKS CO. - - 65 Reade Street, NEW YORK; 159 Lake Street, CHICAGO.

MENTION THE BEARINGS

Toronto, Feb. 27, 1894.

American Dunlop Tire Co.,
Lombard St., Toronto, Canada.

Dear Sirs:—I beg to acknowledge the receipt of a copy of your catalogue for 1894, containing valuable hints for the care of pneumatic tires in general, which I consider fills a long felt want.

After three year's continuous use of Dunlop tires, I am of the opinion that there are no tires on the market to compare with them.

I have ridden a pair during the past season, over all conditions of roads, and they have given me excellent service, so therefore, in ordering my mount for 1894, I have again chosen "Dunlops," which I hope will still keep in the lead as they have done in the past.

Yours truly,
(Signed) W. GEO. McCLELLAND,
Toronto Bicycle Club.

Washington, D. C., March 5th, 1894.

The American Dunlop Tire Co.,
New York, N. Y.

Gentlemen:—On seeing some of your numerous testimonials the other day, I was seized with the idea that it would be a meritorious act on my part to let you know of the experience I have had with your tires.

About a year ago, while in Munich, Germany, I bought a Premier safety fitted with the Dunlop pneumatic and since then I have ridden the machine at least four thousand miles and haven't had the least bit of trouble with the tires. The last trip I took was through the Alps, from Munich in Germany, to Genoa in Italy, and it was simply terrible, as the roads had been very much cut up by recent rains and freshets. The only damage the tire sustained was in the neighborhood of Innsbruck, where I suddenly found myself on a very steep hill, where the road had just been refaced with loose gravel. I jammed down the brake at once and some of the sharp bits of stone getting caught underneath, gouged out a few chunks of the outer case. When I first looked at the damage, I thought I would have to take the train for the rest of my trip, but, feeling somewhat reckless, and knowing that for the next day or so the railroad stations would not be far apart, I concluded to push on with my wheel and not take the train as long as I could help it. I did so and arrived safely in Genoa, and, in due course of time, also in America, where I washed off the tire and found that the injuries were only skin deep, and I have used them in that condition for the last five months—good, hard usage, too.

I don't know of a tire that has had a harder test and come out as well, do you?

Respectively,
(Signed) J. D. EGGLESTON,
1204 Mass. Ave. N. W., Washington, D. C.

These are not the only ones. Oh, dear, no! But they are fair examples of what we receive daily. The DUNLOP Tire is the only one that represents five years' experience and success, and stands at the head to-day for ease of repair and perfection of design.

Get our Catalogue for the asking.

American Dunlop Tire Company,

504-506 West Fourteenth Street, NEW YORK.

Mention The Bearings.

Midway Plaisance

A book of the world-famous Midway
Fully Illustrated

If you visited the World's Fair you will thoroughly enjoy renewing your acquaintance with the Midway.

If you didn't, it is high time you became acquainted with its most remarkable feature.

OUR OFFER

We will send the book, postpaid, to any address for **FIFTY CENTS.**

WE WILL GIVE

One year's subscription to "The Bearings".....	\$3.00	} Or \$3.50 worth for \$1.50
One copy of Midway Plaisance.....	50	
One year's subscription to "The Bearings".....	\$3.00	} Or \$4.50 worth for \$2.50
One year's subscription to "L. A. W. Bulletin".....	1.00	
One copy of Midway Plaisance.....	50	
Initiation fee in L. A. W.....	\$1.00	} Or \$3.50 worth for \$3.00
One year's dues in L. A. W.....	1.00	
One year's subscription to "L. A. W. Bulletin".....	1.00	
One copy of Midway Plaisance.....	50	
Initiation Fee in L. A. W.....	\$1.00	} Or \$6.50 worth for \$4.50
One year's dues in L. A. W.....	1.00	
One year's subscription to "The Bearings".....	3.00	
One year's subscription to "L. A. W. Bulletin".....	1.00	
One copy Midway Plaisance.....	50	

Either of the last two offers for \$1.00 less if initiation fee is not desired.
This for the benefit of members of the League who wish to renew.

These propositions are only for a limited period, and should be taken advantage of at once.

The Bearings Publishing Company,

ONE POUND LIGHTER PER PAIR,
NEW G. & J. LIGHT ROAD TIRES

(CORRUGATED TREAD--NON SLIPPING)

We are now prepared to supply our
new 1½-inch G. & J. Light Road
Tires in sizes

24 inch, 26 inch, and 28 inch,

making it possible for you to have
these celebrated pneumatics fitted to
any size or weight of bicycle—of
whatever make. The new tires
weigh

ONE POUND LIGHTER

per pair than the regular G. & J.
Road Tires of same sizes.

ANY MAKER WILL FURNISH G. & J. TIRES ON HIS WHEEL IF SO ORDERED.

Insist upon it.

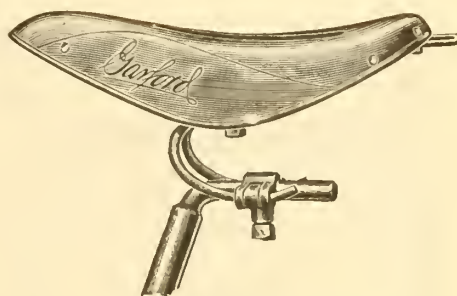
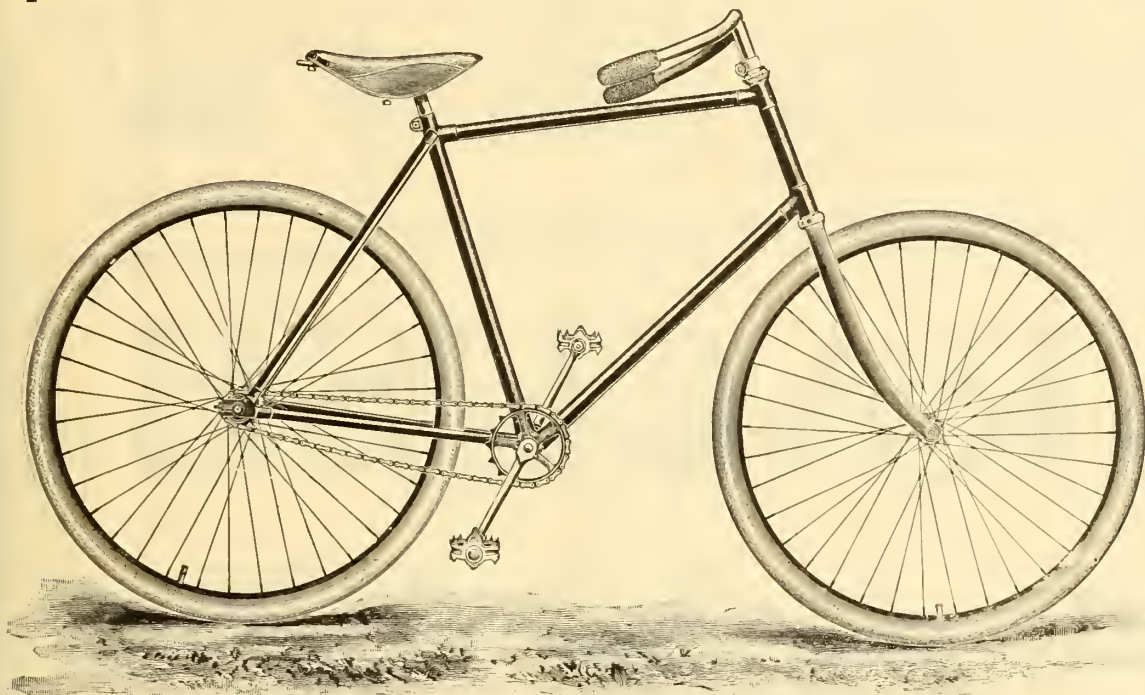
Samples and prices will be sent, on application, to responsible dealers,
manufacturers, and repairers. Either wood or steel rims.
Send for the "G. & J. TIRE MANUAL."

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, England.

THE BEARINGS
Cycling Authority America

\$85.00 MAJESTIC LIGHT ROADSTER No. 3, 28 In. to both Wheels.
Weight 35 lbs. Strips to 32 lbs. Pneumatic Tire.



Saddle can be changed to Scorching Saddle.



Detachable Handle-Bar Lug.

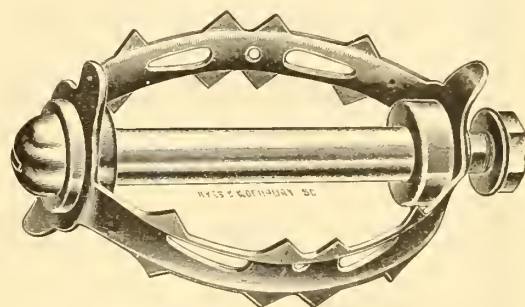
MAJESTIC LIGHT ROADSTER NO. 4.
28 Inch to both Wheels. All on, weight 30 lbs. Stripped, 28 lbs.

\$90.00 with Pneumatic Tire, made by the COLUMBIA RUBBER CO.

WITH WOODEN RIMS STRIPS
261-2 LBS.

\$95.00 with Wooden Rims and Pneumatic Tire.

All Machines Striped in Blue & Gold.



Rubber Pedal, changed to Rat-Trap.

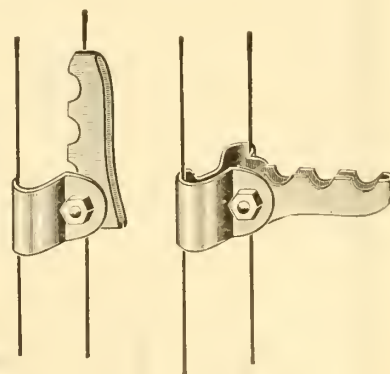
Pedals, either Rubber or Rat-Trap, by taking out the Rubbers you have a Rat-Trap Pedal.



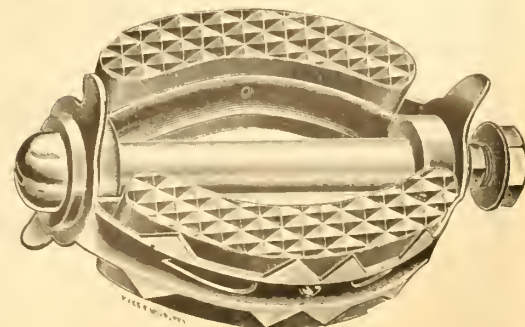
LADIES' MAJESTIC LIGHT ROADSTER NO. 5.
28 Inches to both Wheels. Weight, 35 lbs.

\$95.00 with Pneumatic Tire.

\$100.00 with Pneumatic Tires and Wooden Rims.



Folding Foot Rests.



Rubber Pedal.
Mention The Bearings

Agents wanted in the states of Wisconsin and Eastern Illinois.

HULBERT BROS. & CO., 26 W. 23d Street,
New York.
AGENTS WANTED IN KANSAS AND NEBRASKA.

Forbes Mfg. Co., makers of the Forbes new patent skate, Halifax, N. S., write us under date of March 7th: The writer wishes to express his great pleasure in visiting your factory and receiving the very courteous attention of your esteemed Mr. Speirs. We were most favorably and enthusiastically impressed with the excellence and efficiency of the entire plant, and have no hesitation in saying that our high opinion of the Majestic bicycle is higher than ever, after our inspection of the methods employed in their manufacture. We beg to place with you our order, etc. We remain,
Yours truly, FORBES MFG. CO. Per John Forbes.

SHAPLEIGH

chose
a Beauty.

"It catches the eye of the passerby."

The character of the Syracuse is above reproach in every detail, and warrants the opinion of an expert that

"the Syracuse of '94 will spin to win."

SHAPLEIGH

won
a Buyer.

SYRACUSE



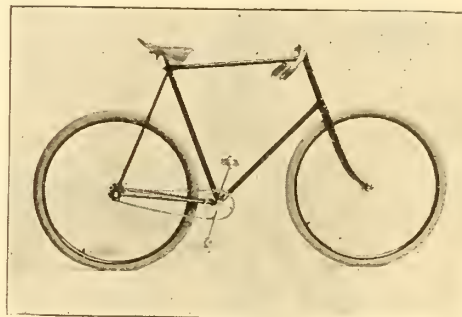
As graceful as
Ada Rehan in Silver;
probably not so catchy
to the eye of man;
has a natty style of its
own==
our one-hundred-dollar
bicycle, we mean.



THELMA.

The THELMA.

is a very pretty Ladies' wheel—straight lines—weighing 30 pounds, and listing at \$100. Fast seller.



MODEL A.

Our MODEL A.

is a bird—it flies. Handsome and right-up-to-date. List, \$100.

SYRACUSE CYCLE CO., Syracuse, N. Y.

A. F. Shapleigh Hardware Co.

ST. LOUIS, MO.

SHAPLEIGH

bought
a Seller.

Wholesale Agents for the South and West.

Put a penny in a Postal and
drop us a line.

AGENTS WANTED EVERYWHERE.

SHAPLEIGH

sells
a Winner.



...THE...

St. Louis Refrigerator & Wooden Gutter Co.

ARE RAPIDLY FILLING ORDERS

FOR THE *Lu-Mi-Num.* BICYCLE

AND WILL CONTINUE TO DO SO

Without regard to any malicious reports or causeless suits
brought for the purpose of frightening our
customers.

Deal with a Responsible House that knows
its Business and Attends to it. . . .

Steel superseded Iron.

Lu-Mi-Num supersedes ordinary Aluminum.

GET CATALOGUE AND SEE WHAT AN ALUMINUM BICYCLE IS LIKE.

St. Louis Refrigerator & Wooden Gutter Co. St. Louis,
Mo.

INCORPORATED 1873.

••

CAPITAL \$500,000.

"WE KEEP OUR PROMISES."

MENTION THE BEARINGS

THE BEARINGS
Cycling Authority America

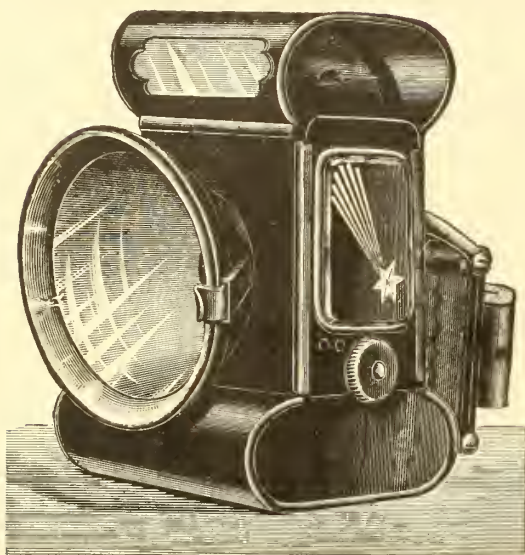
LAMPS

...MANUFACTURED BY...

THE SNELL CYCLE FITTINGS CO.

LAMPS

TOLEDO, OHIO.



AMERICAN GLASS,
AMERICAN TIN,
AMERICAN BRASS,

TOM THUMB

Registered Trade Mark.
No. 24,238.

Nothing imported about the lamps; buy direct from American manufacturers; save 50 per cent on duty and freight which you **MUST** pay on imported lamps.

SUPPORT HOME INDUSTRIES.

We make the Pilot, Guide, Light Weight, Morning Star, King of Trump, Tom Thumb, all small latest style lamps. Improved machinery enables us to knock the bottom out of imported lamps. Can send duplicate parts if required.

(WRITE FOR CATALOG.)

THE SNELL CYCLE FITTINGS CO.

Storeroom for
NEW ENGLAND STATES:
ELASTIC TIP CO.

370 Atlantic Ave., BOSTON MASS.

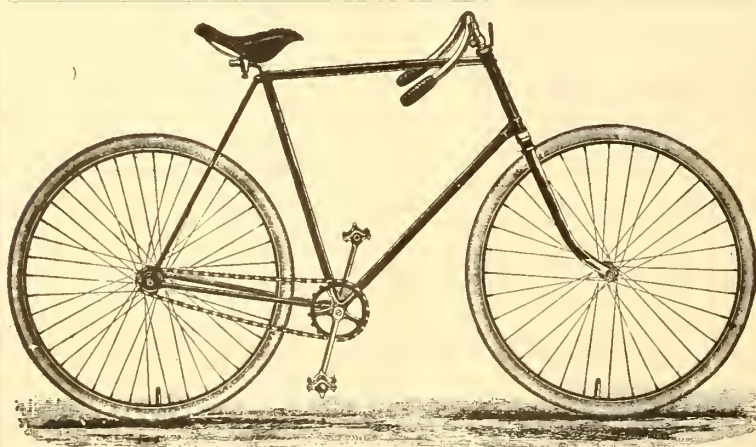
Storeroom for
ILLINOIS, INDIANA, WISCONSIN,
and MICHIGAN:
CHICAGO TIP & TIRE CO..
152 and 154 Lake St.

Storeroom for
NEW YORK, NEW JERSEY, MARY-
LAND, PENNSYLVANIA:
J. S. LENG'S SON & CO.,
4 Fletcher St., NEW YORK.

Special Sales Agents:
RALEIGH CYCLE CO.,
NEW YORK.

MENTION THE BEARINGS.

We have no agents, but sell to the individual rider at wholesale prices. ←→



ACME ROAD RACER.

28-inch wheels, wooden rims, 25 pounds, **\$80.00**. Guaranteed as fine as agents sell for \$125.00 to \$135.00. With steel rims, **\$75.00**. Shipped for examination, to be returned at our expense both ways, if not as represented.

FOR THE LADIES.

ACME BELL—Wooden rims, 28 lbs., highest grade. A superb wheel. **\$75.00**. Guaranteed same as agents sell for \$125.00 to \$135.00.

ACME SCORCHER—Highest grade, 30 lbs., **\$75.00**. Same as agents sell for \$125.00.

ACME ROADSTER—Highest grade, 34 lbs., **\$65.00**. Same as agents sell for \$115.00.

ACME FULL ROADSTER—36 lbs., **\$55.00**. Same as agents sell for \$75.00 to \$100.00.

28-IN. LADIES' BICYCLE—**\$55.00**; same as agents sell for \$75.00 to \$100.00. 26-in. wheels, **\$44.00**. 24-in. wheels, **\$34.00**; Morgan & Wright pneumatic tires; rubber mud guards; latest equipment.

A GREAT TRUTH.

Every time you buy a bicycle through an agent you pay him \$30.00 to \$50.00 more than we charge for the same quality. Why not write your own order and buy as cheap as he can? You run no risk. We feel so confident our bicycles will please, we ship them subject to inspection, and pay transportation charges both ways if they are not as represented, or if you can truthfully and conscientiously say you are not highly pleased.

We cut off the traveling salesman's salary and expenses, the commission of the local agent, and the losses in failures and bad debts that every manufacturer incurs, who does an agency or consignment business, and which must eventually be paid by the purchaser, as all sensible men know.

Let prudence and economy suggest the better way of buying from us direct at our wholesale prices.

ILLUSTRATED CATALOGUE FREE.



ACME CYCLE COMPANY

ELKHART, INDIANA.

Mention The Bearings.

THE BEARINGS
CYCLING AUTHORITY AMERICA

THE * CLEVELAND.

The Head Light of the Bicycle Train.

BRILLIANT IN NEW CONCEPTIONS
OF THE HIGHEST GRADE.

We set the pace—It's pretty rapid—But we are a year ahead—And still thinking

If you want to associate with unqualified success, secure the sale
of The Cleveland. Sell one and the tide of popularity sets in.

SEND FOR OUR CATALOGUE.

Branch Houses:

337 Broadway, New York,
304 McAllister St.,
San Francisco, Cal.

H. A. LOZIER & CO.,

Cleveland, Ohio.

Mention The Bearings.

APRIL SALE BICYCLES!

\$75.

\$75.



During the first two
weeks in April we shall
carry on a

**Bona Fide
Reduction
Sale.**

During which time
every bicycle in our store
will be marked from

**\$10 to \$50
Less than
Regular Price.**

High Grade **Warwick Bicycles** Fully Warranted

WEIGHT 29 lbs., LIST \$150,
REDUCED TO **\$75. THORSEN & CASSADY CO.**

MENTION THE BEARINGS.

NEW, NOT SECOND-HAND.
MORGAN & WRIGHT PNEUMATIC TIRES,
EXACTLY LIKE CUT.

141 and 143 Wabash Ave.,
CHICAGO.

Sole agents for REMINGTON,
LOVELL DIAMOND and CRESCENT
BICYCLES.

THE BEARINGS
CYCLING AUTHORITY AMERICA

"RIDE A MONARCH AND KEEP IN FRONT"



Up to date in every detail. Light weight and rigidity. Elegant in design, superior material, and scientific workmanship.

TIRES—G. & J., M. & W., N. Y. Tire Co.'s, or Palmer.

TUBING—English Mannesmann Spiral Fiber.

FORGINGS—Finest steel.

SPOKES—Tangent.

RIMS—Wood or metal.

SADDLES—Latest and best.

FINISH—Unsurpassed.

STYLES—Five.

All guaranteed. Get our '94 catalogue—a work of art.

MONARCH CYCLE CO.

Retail Salesroom, 280 Wabash Ave.

Lake and Halsted Streets, CHICAGO.

Mention The Bearings.

THE C. F. GUYON CO., 97 and 99 Reade Street, N. Y., Eastern Distributing and Sales Agent.

Aluminum Bicycles.

We have been compelled to commence legal proceedings to establish the fact that we are the original discoverers of both the metal and the method of casting Aluminum Bicycle Frames, Forks, and Handles, each in a single piece. Also to establish the fact that the scientific tests so widely advertised by others were made with metal treated by our secret process and with frames cast by us.

We want to place our Agents right before the public.

We will not place on market until after April 1st,

COLLIER ALUMINUM BICYCLES.

We have Five Styles. All on the latest lines and High Grade in every respect.

CARBO-ALUMINA METAL CO.,

2216-2218 Washington Ave., ST. LOUIS, MO.

Mention The Bearings.



Our Leader for 1894 will be

THE MARTIN SPECIAL

Our own manufacture. Up to date in every respect. Watch for cut.

WE STILL JOB THE "ENVOY" AND "FLEETWING"

THROUGHOUT THE UNITED STATES.

H. C. MARTIN & CO., BUFFALO, N. Y.

SEND FOR CATALOGUE. _____

Mention The Bearings

The HUESTIS Patent Detachable Tire.

Do you wish a tire that does not creep; that is resilient and fast; that can be attached or detached in one minute?

One which is made of first-class material and made by a concern who has had years of experience manufacturing pneumatic tires and whose guarantee does guarantee.

If so, buy the Huestis Detachable Tire.

Adopted by the majority of makers of high-grade wheels.

Demand it of your local dealer.

TO WHOM IT MAY CONCERN: This is to certify that we are prepared to give a guarantee to all users of the "Huestis" tire to absolutely protect them against any loss, cost, or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

WE SOLICIT FOR MANUFACTURE ALL KINDS OF PNEUMATIC TIRES FOR PATENTEES OR OTHERS.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole
Manufacturers of the "Huestis" Tire.

35 Federal St. and 178 Devonshire St.
BOSTON, MASS.

MENTION THE BEARINGS

THE BEARINGS
CYCLING AUTHORITY AMERICA

...BEST WHEEL ON EARTH...

Very important improvements
have been made in the

Derby for '94

Tread narrowed; front sprocket removable without removing crank; rear sprocket held with a jam nut is reversible, and hardened dust-cups with an ingenious oiling device in them doing away with oil-cups in hubs and crank box; Mannesmann tubing; best drop forgings, and the famous

PEASE CLINCHER TIRE.

'94 Wheels ready.
'94 Catalogues ready.
Send for one.

AGENTS WANTED.



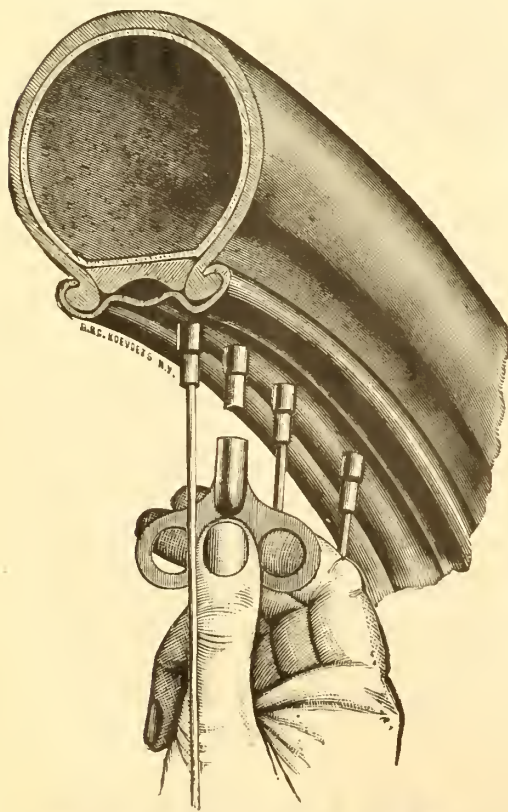
DERBY MODEL "C." Weight 30 lbs. Price \$150.00.

DERBY CYCLE CO. 161-167 S. CANAL ST.,
CHICAGO, ILL.

MENTION THE BEARINGS

TURN THE KEY...

WE DO THE REST.



Spring is at the Door.

Birds will soon be chirping, buds be starting, grass be springing, and you will be getting out the dear-loved wheel to put it in order for the season's fun. Oil it up, let it shine with the sun, inspect the tire, and then remember what we are about to say.

While your wheel has been laid up for the winter, we have not been neglectful of your interests.

Capital and ingenuity we have brought to bear upon the solution of the tire problem, and we have FOUND the solution—the New York Key Tire, combining in an unequalled degree the desired SIMPLICITY, LIGHTNESS STRENGTH, and RESILIENCY.

"TURN THE KEY," and the edges of the outer cover are locked tight against the rim. To examine or repair the inner tube "TURN THE KEY" the other way, and the cover is detached. It can be done in a jiffy. There is absolutely nothing to get out of order.

The corrugated rim gives STRENGTH and LIGHTNESS, the inner tube being all above the rim gives RESILIENCY, the key principle gives SIMPLICITY, we give our GUARANTEE, and the combination of all these gives the NEW YORK KEY TIRE—the tire you want to ride and recommend this summer. Yours very truly,

SEND FOR BOOKLET.

NEW YORK BELTING & PACKING CO., LTD.

"GEE-WHIZ," ON SPECIAL
WOOD RIM.

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders.

MENTION THE BEARINGS

15 Park Row, NEW YORK.

THE BEARINGS
CYCLING AUTHORITY AMERICA

The "ORIENT." THAT'S THE WHEEL!



Price is High,
But Oh!
It's the
BEST!



Price \$150.00. Weight 21 1-2 lbs.

Send for Catalogue.

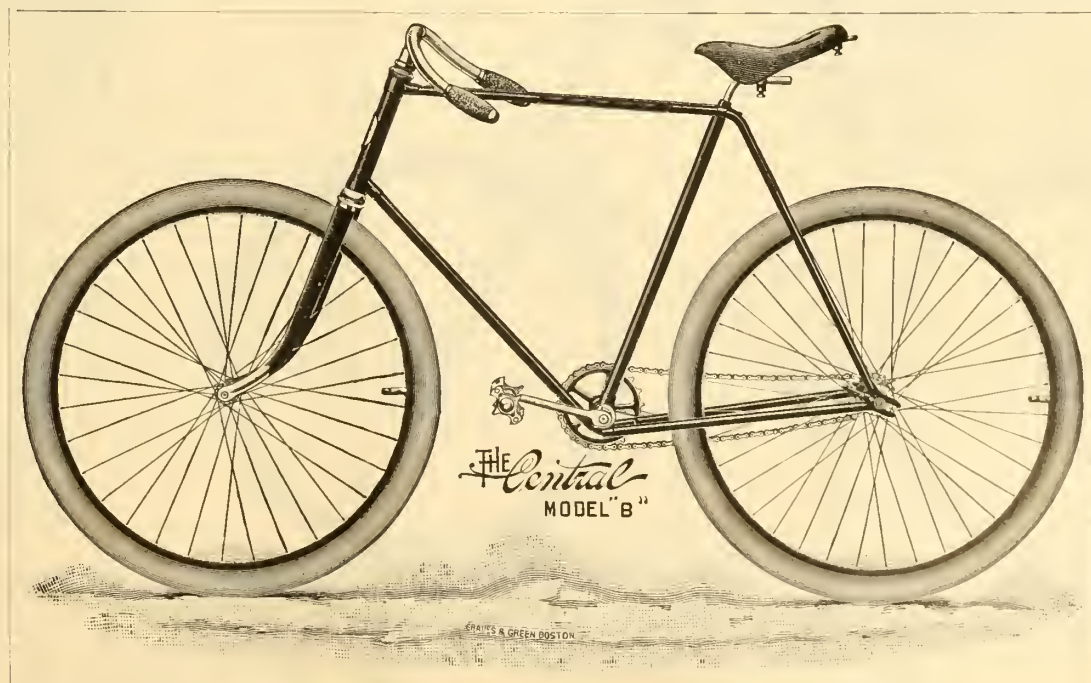
The Waltham Mfg. Co.,

WALTHAM, MASS.

Mention the Bearings.

**"YOU CAN'T LOSE ME CHARLIE."
'CAUSE I'VE GOT A NEW BEN-HUR.**

The
Only
Bicycle
Built
Entirely
Of Large
Tubing...



Strongest
Single
Tube
Frame
Ever
Built.....

A HIGH GRADE \$100 BICYCLE.

CENTRAL CYCLE MFG. CO., Indianapolis, Ind.

MENTION THE BEARINGS.

CATALOGUE FREE.

BEARINGS
Cycling Authority - America

**DISTINCTLY
AMERICAN**

The Feature for '94.

**KINGSLAND
WOOD RIM**

Single piece of wood with
patent lap joint, any shape
—crescent or clincher.

Send for Catalogue.

Bicycle Wood Rim Co.
KINGSLAND, N. J.

Lyndhurst

**IT IS
AND
IT IS NOT.**

IT IS—of course we mean
the Lyndhurst—light, fast,
and strong; of the style of the Brew-
ster buggy or the trotting sulky—made
for quick action and fast time.

IT IS NOT a favorite as a farm yard vehicle,
alternating with old horse Dobbin, to do the mar-
keting and chores to the village.

IT IS best known in the crowded centers, where competition
is fiercest and the survival of the fittest obtains; it has crossed the
tape first in as many races in '93 as any wheel made, bar none.

WE WANT LIVE AGENTS.

Enclose Stamp for a Catalogue.

McKEE & HARRINGTON, LYNDHURST, N. J.

MENTION THE BEARINGS

Salesrooms: 173 and 175 Grand St., NEW YORK CITY.

IMPERIAL WHEELS. There are Wheels and Wheels.
There are many Good Ones.

There are few, if any, which
equal

The "Imperial"

What makes them popular all the way
from Maine to California?

First—The Best Material.

Second—Correct design.

Third—Careful observation as to
Needed Improvements.

Fourth—Adoption of all Practical
Improvements.

Fifth—The Best Obtainable Skill
in construction.

These things combined make
Strength, Beauty, Durability.

"IMPERIALS" possess
all these Qualities.



ARE YOU INTERESTED?
ASK ABOUT THEM.
DON'T WAIT TOO LONG.
ASK NOW.

AMES & FROST COMPANY,

MENTION THE BEARINGS

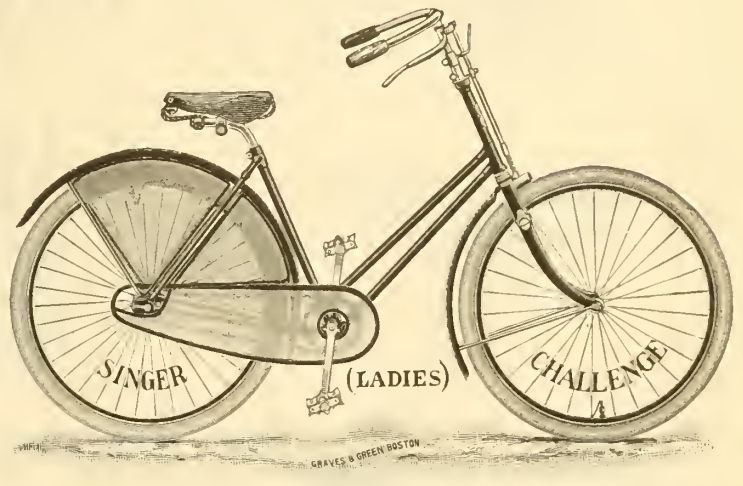
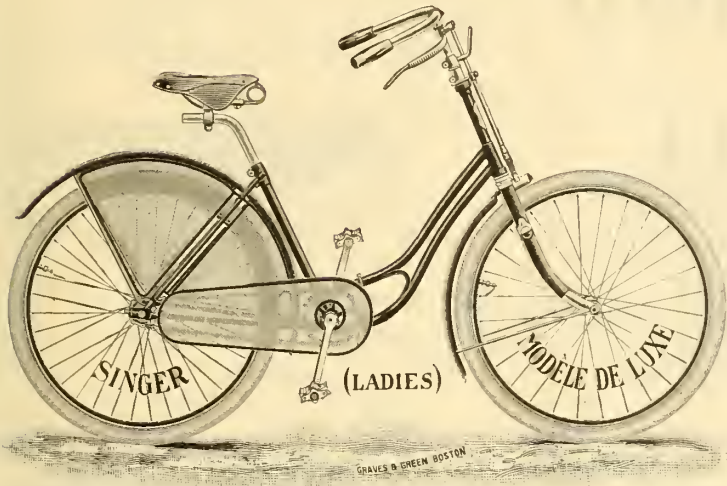
Blackhawk Street and Cherry Ave., CHICAGO, ILL.

THE BEARINGS
CYCLING
AUTHORITY
AMERICA

SINGER CYCLES

THE WORLD'S STANDARD OF HIGHEST GRADE.

1894 PATTERNS READY FOR DELIVERY.



LARGEST CYCLE MANUFACTURERS IN THE WORLD. SEND FOR CATALOGUE.

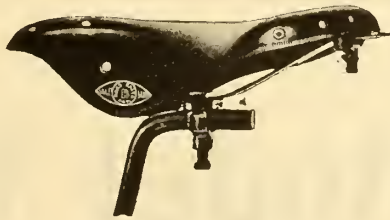
SINGER & CO.,

MENTION THE BEARINGS

6 and 8 BERKELEY ST.,

And 2 WARREN AVE.,

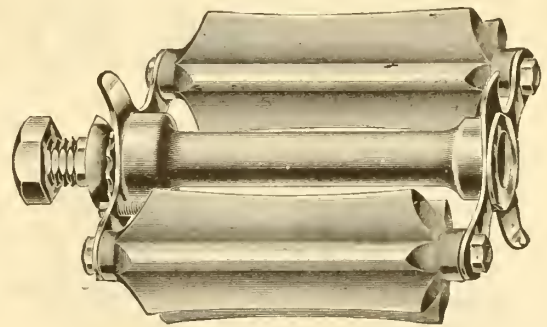
BOSTON, MASS.



...SINGER SADDLES...

The leaders for 1894.

The Highest Grade Wheels Manufactured are using these Saddles.



...BRANDENBURG PEDALS...

Air tight center end.

Absolutely Dust Proof, Inside Adjustment.

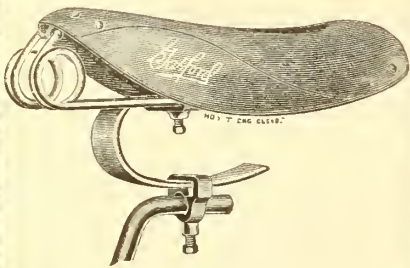
Manufacturers building Special Racers and Road Racers have ordered these Pedals.

Parkhurst & Wilkinson,

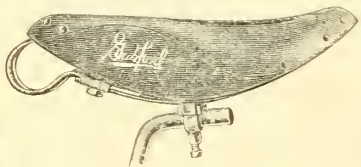
— 148-164 Kinzie Street, CHICAGO, ILL.

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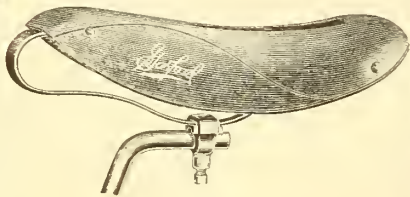
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Cycling Authority America



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STYLE E-2



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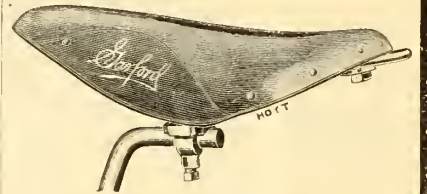
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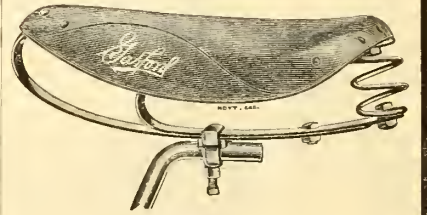
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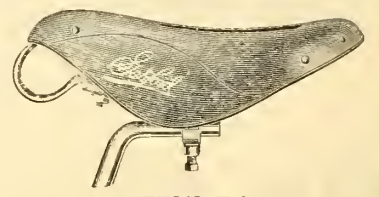
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STYLE M



STYLE C



STYLE E-3

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WE HAVE OTHER MODELS THAT ARE

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What Must We Do To Attract Your Attention?

RIDERS! RIDERS! DEMAND OF YOUR AGENT A SAMPLE

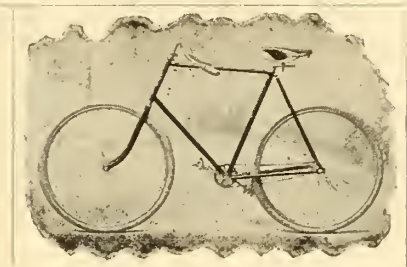
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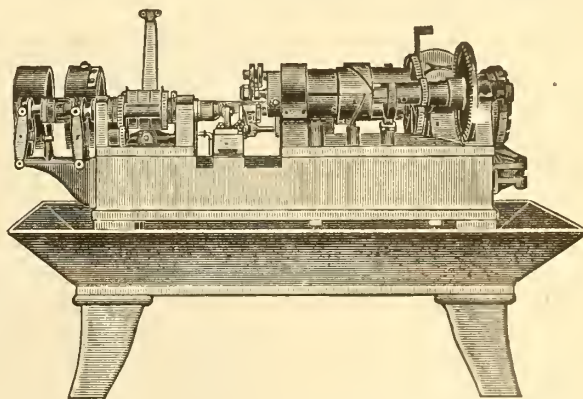
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We also Manufacture AUTOMATIC SCREW MACHINES for
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Having purchased the entire plant of the GRANT ANTI-FRICTION BALL CO., of Fitchburg, Mass., we are prepared to fill orders promptly for

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Bicycle Balls a Specialty.

The Most Complete Plant in the United States.

Sole owners of the RICHARDSON-GRANT System of Grinding. Also the N. SAWYER Hardening Process. Present Capacity, 1,000,000 per Month. Large Additions now being made. We claim to make the BEST Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for Prices and Samples.

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A High Grade Wheel?

The Apollo

Seamless Steel Tubing, Drop Forgings, Morgan & Wright
Pneumatic tires. Also fitted with Wood Rims and G. & J.
Tires if desired.

Send for Catalogue.

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10 and 12 North Sixth St., PHILADELPHIA, PA.

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and be AHEAD of the times.



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The Finest Wheel in the Finest Store.

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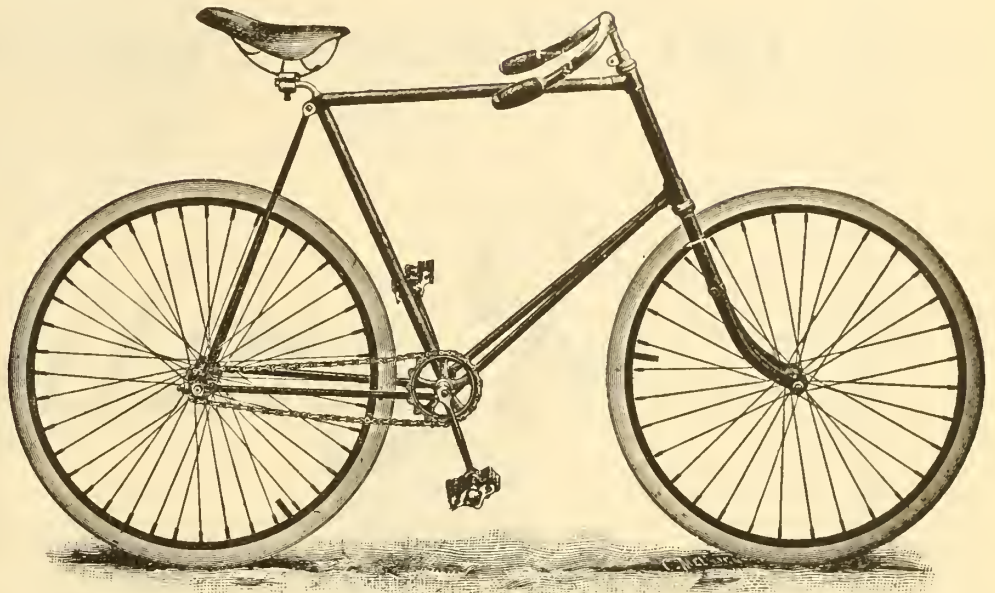
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You need them in your business. Guaranteed the strongest wheels on the market for their weight, and they are in the Light Brigade.

DROP US A LINE

and we will tell you all about them.



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The Puncture Difficulty Solved.

A PUNCTURED TIRE CAN BE IMMEDIATELY RE-INFLATED.

The "Providence" Double Inner Tube Tire.

The "Providence" provides for the use of TWO INNER AIR TUBES, one drawn through the other.

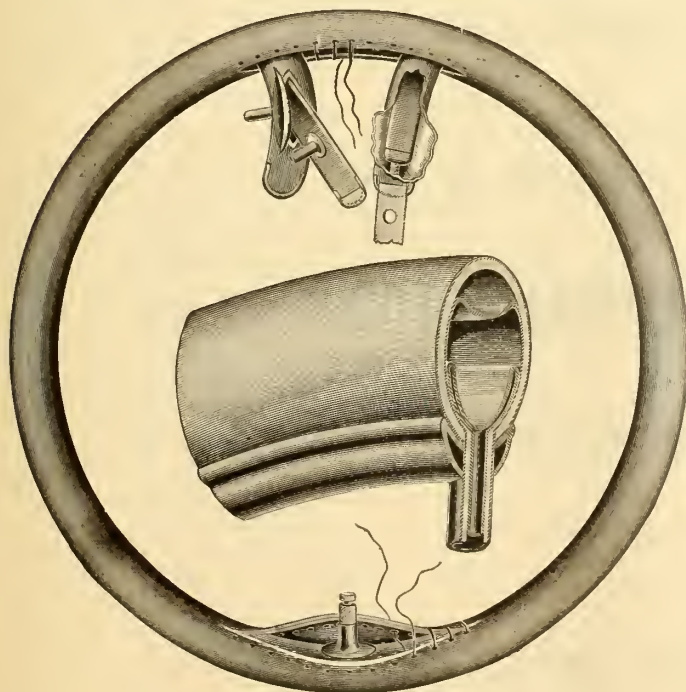
Each tube has an independent valve, the outer tube is first inflated and forms an ordinary inner tube tire. Should this become punctured or the valve become out of order, instead of detaching the tire from the wheel, as is necessary with the present form of inner tube tires, all required is to inflate the inner one, which is always in reserve and which remains when uninflated in the hollow of the rim fully 1½ inches from the outer surface. Should this second tube become damaged, it can be inflated as it is smaller in diameter and shorter than the outer one, and when inflated the two punctures will not fall opposite; the outer inner tube forming a pressure patch for the puncture of the inner inner one.

These double inner tubes are as easily detached from the shoe and mended as the single inner tubes.

By using the best and purest kind of Para Rubber these double tubes are produced so as to not weigh more than the average single inner tubes now in use.

These tubes are capable of being expanded to at least double the extent of air tubes made by competing companies, which fact alone renders the tire much more elastic and lively, a point which every rider appreciates.

PRICES AND PARTICULARS ON APPLICATION.



'Tis better to have and not need, than to need and not have.

The Providence Tire Co.

MENTION THE BEARINGS

PROVIDENCE, R. I.

LET OTHERS EXPERIMENT

with comparatively unknown bicycles and pneumatic tires, YOU buy a wheel with a reputation which is world wide. The

Rambler

is the perfected result of fifteen years of bicycle building—is backed by a plainly worded, substantial guarantee, and was most highly praised by the WORLD'S FAIR Judges, receiving MEDALS OF MERIT and DIPLOMAS.

SOME DEALERS AND MAKERS WILL TELL YOU

that a modern high grade light wheel cannot be built, guaranteed and sold for \$125. (Perhaps they have old stock to work off?)

WE BEG TO DIFFER, HOWEVER.

You know all about Rambler Bicycles—and they are better than ever this year. Ramblers are sold with the best possible guarantee at

\$125 FOR ALL WEIGHTS AND STYLES,

including the most handsome Ladies' Light Wheels ever produced, and the celebrated Rambler Racer, upon which

13 WORLD'S RECORDS WERE BROKEN IN 1893.

All Ramblers are fitted with the great

CORRUGATED G. & J. PNEUMATIC TIRES

which received the

HIGHEST AWARD AT THE WORLD'S FAIR.

Catalogue free at Rambler Agencies—by mail direct for two 2-cent stamps.

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THE BEARINGS

Vol IX
No 10

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, APRIL 6, 1894.

ZIMMERMAN A PROFESSIONAL.

America's Champion Declares Himself—He Will Ride for Cash—Banker Goes with Him.

NEW YORK, April 4 (*Special*).—The blow has fallen and America will lose her champion. Today A. A. Zimmerman received a cablegram from W. B. Troy, who went abroad to see if French promises were genuine, saying that he had been guaranteed \$10,000 to turn professional. Troy sailed from Havre immediately after sending the cablegram.

Zimmerman has declared himself a professional and says that he will sail for France April 15. George A. Banker will accompany him.

Before the cablegram arrived Zim was seen by a BEARINGS' representative. "In the first place," he said, "a man can be a gentleman whether he is a professional or an amateur. Secondly, I realize that every Napoleon must meet his Waterloo, and while I am not afraid of any one who rides a wheel, yet you cannot always tell what will happen. Thirdly, if I win races as an amateur I can certainly win as a professional, inasmuch as there are better men in the amateur ranks today than there are among the professionals. Therefore I would rather ride for a purse of \$1,000 worth one thousand good iron dollars, than to ride equally as hard, and be compelled to beat faster men, for a \$1,000 prize worth two hundred and fifty tin dollars. Lastly, if I can scoop in anything like \$15,000 this year, I shall be content to invest the same carefully and settle down, if I do say it myself, an unbeaten champion, or at least practically one. What if George M. Hendee, W. A. Rowe, or Willie Windle, had quit in their prime? Look at John L. Sullivan, for instance. These are samples of men who kept at it too long. Sullivan, for instance, lost his reputation as a champion in one night, and while he has not lost any friends by it, he has lost his prestige, and he has that feeling of, 'I was not invincible, after all.'"

In reply to the question, "You are not afraid of Johnson, are you?" Arthur Augustus immediately grew warm, but quieting down somewhat, said, "All I have to say about Johnson is this: First of all, I think he is a perfect gentleman, and I respect him as such; but I will race him for from \$5,000 to \$10,000 at any time. Does that sound as if I am afraid?"

St. Louis County Tour.

ST. LOUIS, MO., April 2.—Yesterday was the occasion of the spring County Tour, and everything went as merry as a marriage bell. The weather was bright and just cool enough to make riding pleasant. The attendance was very large, over 300 starting out, but some died by the way-side, though 268 took dinner at Clayton, the destination. Just before dinner the usual photograph was taken, and then the hungry cyclists got to work on the substantial dinner which nine host of the Hotel Autenrieth had prepared. To this ample justice was done, and then all adjourned to a large hall and listened to Chief Consul Holm and President D. W. Robert, of the Associated Cycling Clubs, explain the manner in which it was proposed to raise a guarantee fund for the purpose of giving an international tournament. Subscription lists were opened at once, and in less than fifteen minutes nearly \$500 had been raised, so that the prospects of having a big meet here are very rosy. The next thing on the programme were the athletic events and Bert Harding had a walkover in the trick riding contest, he being the only one competing; he also won the coasting contest, with Ludlow Maury, of the Crescent Cycling Club, second. The quarter-mile walk was won by George Hellmich, with Maury second again. L. D. Cabanne won the hundred yard foot race with Arthur Wey second. The egg race was also won by Cabanne, with C. E. Golterman of the Crescents, second. Cabanne scooped in the long distance foot-ball kick, George Hellmich getting second. The ride home was uneventful, the only "kick," which was heard, going out as well as coming in was on account of the dust, which was deep despite the rains of the middle of the previous week. A prize was awarded to the St. Louis Cycling Club for presenting the best appearance in line at the finish and a prize was presented to the Pastimes for having the largest number of League members in line at the finish, a special prize was given to the S. S. C. C. for appearance and numbers.

Two new clubs were formed last week, one an entirely new club to be known as the Ramblers, and in which racing is the one and only feature, and the other by the consolidation of the Stag Bicycle Club and the Carondelet Cycling Club, to be known as the Crescent Cycling Club.

WILL IGNORE ROAD RACING.

The Executive Committee Decides that the Two Classes May Compete Together on the Road—Jaquish and Croninger Appointed.

BROOKLYN, April 3.—(*Special*). After debating the question pro and con for several days the Executive Committee has finally decided to ignore



L. C. JAQUISH.

road racing altogether, and a vexed problem has at last been successfully solved. The question as to whether or not the racing men would have to obey the amateur rule strictly, on the road, troubled the committee not a little, and the members were glad to follow the precedent established and ignore road racing altogether. This decision is one that has been anxiously awaited all over the country. Promoters of big road races have been greatly handicapped, and have not been able to complete their arrangements. Now that classes A and B can compete together on the

road without obtaining permits from the Racing Board, road racing will flourish as it has never done before.

Chairman Raymond announced today that he had completed his board. The new members appointed are E. H. Croninger, Louisville, Ky., and L. C. Jaquish, of Chicago. Croninger is chief consul of the Kentucky division, and is well known throughout the country. He will represent the south on the board. Jaquish, who will look after the interests of the west, is not quite so well known. He is a prominent member of the Illinois Cycling Club of Chicago, and was recommended for the position by that club. Chairman Raymond has received Mr. Jaquish's acceptance. The Chicago man has been a wheelman for several years, and takes a keen interest in the sport. Two years ago he invented a very practical gear for the eagle.

Race Matinees in Chicago Every Saturday.

Philadelphia's success in running race meets every Saturday has aroused the committee which had charge of the international meet at Chicago last summer, and at a meeting held this week it decided to hold a tournament every Saturday this summer. A meet will be given on Decoration Day. Then commencing June 9 a matinee will be run every Saturday at the track at the corner of Thirty-fifth street and Wentworth avenue. It is expected to continue these until the middle of September. By this means the committee expects to get back the money lost on the meet last summer, which the guarantors made good.

Harris Distances Warwick.

A friendly match was run St. Patrick's Day in Paris with only the racing men for spectators. Wheeler, Harris, Edwards and Warwick were walking home one day, and Warwick said he felt fitter than ever, and said he was as good as any one in France. Wheeler said he would bet \$20 that Harris could beat Warwick there and then. Warwick accepted. The distance was five miles. Edwards was appointed stakeholder and referee. The race was run and two laps from the tape Harris sprinted and won by eighty yards.

Shorland Receives a Big Offer.

It is said that Frank Shorland has been offered huge sums to go to Paris and race as a professional. The latest rumor is that the French offered him \$3,500 a day to engage in a six-day race. Why, that is more than our Zim was offered.

BRESLER MAKES THREATS.

**President Luscomb, However, Gives Him as Good as He Sends—
Michigan Division May be Put Out of the League.**

NEW YORK, April 2.—Ex-Chief Consul Bresler, of Michigan, deposed by President Luscomb, for open rebellion to the orders of the L. A. W., spent a few days in the city last week.

He called several times on Mr. Luscomb, and threatened, among other things, to hold the books and papers of the Michigan division until he should be replaced on his throne. Mr. Luscomb positively declined to reconsider his actions, declaring them to be final; he furthermore told Mr. Bresler that should the Michigan division insist on disobeying orders, it was quite probable that his entire state would be completely wiped out of the League membership. Mr. Bresler has left the city, presumably to return home.

The M. A. C. C. have abandoned their annual run to Princeton, N. J., and return this year. They will co-operate with the A. C. C. of New Jersey in their century run to Asbury Park. The Metropolitan Association have been experiencing trouble over the date of holding their annual race meet. They originally selected June 30, but upon finding out that no grounds could be gotten on that day, they selected June 23, only to learn that the K. C. W. were to give their meet on that date. Once more they hustled and finally induced the Kings Counties to exchange dates with them; then the M. A. C. C. found that June 23 was the day set for the big century run to Asbury Park. In view of the fact that the M. A. C. C. are actually connected with the century run, it would seem as if some one of their number is affected with short-sightedness. Meanwhile the skirmishing continues.

Pat Powers, of N. C. A. fame, drifted into the city recently from a trip around the circuit of the eastern base-ball league, of which he is president. He is looking well, and says the Morris Park bicycle track scheme has partly dropped through. He believes there is a way in which to make professional racing popular and remunerative, but the secret is too dense for him to solve.

The Big Century.

The century run to Asbury Park under the auspices of the Associated Cycling Clubs of New Jersey, and with the co-operation of the M. A. C. C., will be ridden June 23 instead of June 30, as was formerly decided upon. Carl Von Lengerke, who has full charge of the run, reports an unusual interest being taken in the ride, and says he firmly expects to see 600 riders in line at the start. There will be a charge of \$1 for each starter, which will grant him all the privileges of the party. A gait of not over nine miles per hour will be maintained all the way, and as the roads are all of splendid material, a most enjoyable affair is looked forward to. The route taken will be from Newark to Belleville, Rutherford, Paterson, Montclair, Orange, Plainfield, New Brunswick, Red Bank, Long Branch to Asbury Park. Solid gold souvenir medals will be given to each "lady survivor," and silver ones will be presented the men. Silk banners will also be awarded to the three clubs having the greatest number of men in line at the finish. The "lady survivor's" medal will be very elaborate, being made of solid gold, the size of a silver fifty-cent piece. They are to be engraved on the side to represent an "ordinary" wheel, with a winged foot on the pedal, while across the face of the same will appear the inscription, "A. C. C. of N. J." The back of the medal will be engraved with the words: "Century Run, June 23, 1894, Newark, N. J., to Asbury Park, N. J." The crosspin, above, is connected to the body with a silken ribbon, on the bar appearing the word, "Survivor." Von Lengerke has distributed large placards among all the clubs and dealers in this locality, and is devoting the greater part of his time to the booming of the ride.

A committee has been appointed by the Riverside Wheelmen, to totally revise the constitution and by-laws of the club. Messrs. J. L. Miller, "Tom" Ward and G. C. Pennell are at work on it, and promise to reconstruct the entire thing. One of the most important changes will be placing the age limit at twenty-one years, whereas it has formerly been eighteen. By this action they will effectually rid the club of that detrimental boyish element which tends to place any organization in bad repute by their thoughtless and boisterous actions. There will be a clause in the new constitution which will provide for fifteen associate members between the ages of sixteen and twenty years. The idea of that is to encourage those of their present number who anticipate racing, but who are not old enough to be classed in active membership. There will be special dues and so-forth for the associate men, but the day they become twenty-one years old they are compelled to become active members. The initiation fees and dues will also be raised. As to their race meet on July 7, from the present prospects, it will totally eclipse anything of the kind ever held heretofore in New York.

The Riversides' Dark Horses.

The Riversides promise to spring two dark horses on the public this year. In 1892 they promised the same thing, and produced George C. Smith to back them up. Last year again, as per their boast, we have F. J. Titus very much in evidence. This year they will pin their faith to one of their youngest members, Nagle, a rider who has shown surprising speed in practice and one who can run away from them all on the road. He will make his initial appearance this year in the Irvington-Milburn road race, and if he gets anything like a fair handicap his clubmates will place their cash on him to win.

The New York Wheelmen have decided to make a bold bid for notice in the cycling world this year. They will hold a club century run on May 13, and award several costly prizes to the half dozen men making the best

showing. In order to encourage the attendance of members on club runs, the officers have decided to present to the man attending the most rides a gold medal of elaborate design; a mileage medal will also be awarded to the member riding the greatest distance between May 1, 1894, and March 1, 1895. At a recent meeting M. L. Case was elected delegate to the M. A. C. C. On May 12, a postponed one-mile handicap and a five-mile scratch race will be contested over the Englewood, N. J., course. The results of these events, together with those held on June 1, will decide the make-up of the club's team. Plans are being discussed for a new clubhouse, the present one being too small.

The Harlem Wheelmen have decided to hold no more social events until the riding season is over. During the summer there will be several club tours into the country and regular Sunday runs. The Harlems will "boom" things in general this season, and in addition to the runs and tours, they are arranging for numerous races, aside from their regular road event to be held on May 19. September 15 is the date of their race meet at Manhattan Field.

The Atalanta Wheelmen, of Newark, N. J., will encourage team racing this season. They intend organizing several separate club teams, and race among themselves for practice, a prize being awarded incidentally as an incentive. Enthusiasm is running very high in this club and from the material they have to select from a winning team should be made up.

Smith Proved an Alibi.

Recently there appeared in one of the New York dailies a bit of news which read like this:

SPRINGFIELD, MASS., March 30.—George C. Smith, 28 years old, son of George M. Smith, a former well-known resident of this city, was arrested here yesterday at the home of respectable relatives, as a fugitive from Green River, Wyo., where he escaped from jail after being convicted, with two others, of robbing Union Pacific freight cars. He says he will go back to Wyoming without requisition papers.

It was strange how this bit of news spread among local wheelmen. All the next day George was kept busy answering questions and proving an alibi. Probably unless Smith declares himself, his many friends will get up a petition for his pardon.

'Arry Leeming Returns.

How prosperity changes men! Last summer at the inaugural race meet of the Cash Prize League, Harry Leeming slid into New York, so-to-speak, on his "uppers." He confessed he was willing to do anything to earn a dollar or so, and inquired where the best loans could be negotiated on a watch and chain. Hard luck. Now, how changed: With English clothes, diamonds and patent leathers, silk hat and red kid gloves, a heavy cane and a bank account, his old friends in Chicago would not recognize him. He reasons, "What's the use of always being a laborer?" He will be the Springfield Bicycle Club's trainer again this year. Tyler and Sanger will ride for this club this year, and probably one more, not yet decided upon.

The yacht which George S. Macdonald, of the Raleigh Cycle Co., purchased recently, is a beauty and on it Mr. Macdonald expects to spend many a happy hour away from the cares of business. He will devote this summer to the sport of yachting on Long Island Sound, near his home in New Rochelle.

Outing for April contains another one of Frank Lenz's stories on his "Trip Awheel Around the World." To one who has read any of that article, it will be news to learn that Lenz is a miserable magazine writer. He fails utterly, it is said, to express himself in describing his travels. His "copy" is entirely reconstructed before it appears in print each month. Tom Stevens was a grand master of the art of describing vividly his experiences. When Lenz's trip is completed he will be sent on another important trip awheel, into a territory heretofore unriden.

Over the Chicago Course.

Last Sunday the Chicagos, Lincolns, Calumets and Minnettes held runs over the Chicago road race course. Although it had snowed and thawed the week before they found the course in much better shape than the Pullman. The bad spot was ridable, while the stretches of macadam were as smooth as a track. The only fault found was the many sharp corners (which were hard to negotiate at full speed) and the numerous street-car tracks. Every one predicted that fast time would be made over this course. Forty-five minutes or under was the guess of the majority.

The Wheelman Won.

Chicago road hogs received a scare from Justice Wheeler last Friday, when he fined the Garden City Sponging Co. \$50. One of the company's drivers, F. C. Nelson, ran a cyclist down and smashed his wheel. The wheelman promptly instituted suit against the company, and Justice Wheeler entered up a fine of \$50 and also told the defendants that their drivers should be careful and hereafter drive around instead of over bicycle riders.

Birmingham, Charleston, Savannah, Mobile or Montgomery, Macon, and New Orleans are in the field with a possible circuit. This will occur early in May in all probability. Charleston, S. C., has announced a meet for early in April, but will hardly succeed in securing any number of the northern men for so early a date. In May, the latter part of the month, it will be possible to obtain the entries of a number of the northern men for a series of meets.

THE NATIONAL CIRCUIT.

Chairman Raymond Announces the Dates so Far Assigned—Sanctions Granted.

The dates in the national circuit are given below as far as arranged for. The southern end will be announced as soon as possible. Each club in this circuit has been granted the privilege of a special race each day for a greater value prize than allowed in regular Class B events.

No other than these clubs have this privilege, and caution is here given to all, that any advertisements to such effect will have no foundation, in fact, and will be strictly dealt with:

July 4	Mallen Bicycle Club, Waltham, Mass.	Aug. 17	National Meet, Denver, Col.
7	Riverside Wheelmen, New York City.	18	National Meet, Denver, Col.
13	Asbury Park Wheelmen, Asbury Park, N. J.	22	Kansas City Cyclers, Kansas City, Mo.
14	Asbury Park Wheelmen, Asbury Park, N. J.	24	Pastime Ath. Club, St. Louis, Mo.
18	Cycle Track Assn., Baltimore, Md.	25	Pastime Ath. Club, St. Louis, Mo.
20	Cleveland Wheel Club Co., Cleveland, O.	30	American Wheelman, New York City.
21	Cleveland Wheel Club Co., Cleveland, O.	31	American Wheelman, New York City.
23	League of Licking Wheelmen, Newark, O.	Sept. 1	American Wheelman, New York City.
25	Toledo Cycling Club, Toledo, O.	3	Hartford Wheel Club, Hartford, Ct.
26	Toledo Cycling Club, Toledo, O.	4	Hartford Wheel Club, Hartford, Ct.
27	Zig Zag Cycling Club, Indianapolis, Ind.	6	Park Track Assn., Waltham, Mass.
28	Zig Zag Cycling Club, Indianapolis, Ind.	8	Bay State Bicycle Club, Worcester, Mass.
Aug. 1	Danville Cycle Club, Danville, Ill.	11	Springfield Bicycle Club, Springfield, Mass.
2	General Committee L. A. W., Chicago, Ill.	12	Springfield Bicycle Club, Springfield, Mass.
3	General Committee L. A. W., Chicago, Ill.	13	Springfield Bicycle Club, Springfield, Mass.
4	General Committee L. A. W., Chicago, Ill.	15	Harlem Wheelmen, New York City.
7	Ripon Cycling Club, Ripon, Wis.	17	Scranton Bicycle Club, Scranton, Pa.
8	Ripon Cycling Club, Ripon, Wis.	19	Keystone Wheel Club, Williamsport, Pa.
9	Ripon Cycling Club, Ripon, Wis.	22	Associated Cycling Clubs, Philadelphia, Pa.
11	Cycle Track Assn., Minneapolis, Minn.	26	Maryland Bicycle Club, Baltimore, Md.
13	National Meet, Denver, Col.	27	Maryland Bicycle Club, Baltimore, Md.
14	National Meet, Denver, Col.	29	Wheeling Athletic Wheelmen, Wheeling, W. Va.
15	National Meet, Denver, Col.		
16	National Meet, Denver, Col.		

Mr. Geo. Fitzsimons, Greensboro, N. C., has been granted permission to compete outside the 200-mile limit in Class A events, at Charleston, S. C., Atlanta, Augusta, Ga., and Richmond, Va.

The following local racing board is named for Kentucky: John Clendenen, Covington; M. J. Fleck, Louisville; T. C. Walden, Owensboro.

Permission has been granted the Cortland Wheel Club to give matinee races Saturday for members of the club only, at which no prizes will be given. This permission will not be operative on any date assigned them for a regular meet.

R. G. Barton, Fresno, Cal., is hereby suspended from all racing, pending an investigation into his amateur standing.

Bertie Banks, Denver, Colo., is hereby suspended from all track racing pending an investigation into his amateur standing.

Sanctions Granted.

April 12, Twenty-second Regiment Ath. Assn. New York City. July 4, Steubenville Lodge, U. R. K. of P. Steubenville, O. May 26, Cortland Wheel Club, Cortland, N. Y. April 23, Morris Charis, Atlantic City, N. J. May 30, Morris Charis, Atlantic City, N. J. April 17, Goodridge & Trieller, Dallas, Tex. July 4, Monadnock Cycle Club, Keene, N. H. Aug. 1, Vermont division, L. A. W., St. Albans, Vt. Aug. 20 and 21, Rovers Wheel and Ath. Club, Pueblo, Colo. July 4, Colorado Springs Wheel Club, Colorado Springs, Colo.

Washington Will Have a Fox Hunt.

WASHINGTON, D. C., April 3.—Things have been unusually lively in wheeling circles during the past week, the result of pleasant weather, and really the first week of good roads since fall. Several of the clubs opened the riding season on Sunday, and the rain today only prevented another large turnout of local road riders. It is evident, too, that this is the season of anniversaries, for no less than three cycle clubs have made elaborate preparations to fittingly celebrate the date of their birth.

The Georgetown Cycle Club is first in the field this year as usual, with something novel. It is nothing more nor less than a fox hunt on wheels. The hunt will be very similar to the old English fox hunt of years ago on horseback, only that here the wheelmen will be mounted on their pneumatics and the fox will be likewise mounted and given directions to "stick to the road." The fox will be provided with paper flags, one of which he will stick in the road at every turn he makes. He will have eight minutes start, and the probabilities are that those who follow him will have a lively chase.

During the week the District officers of the L. A. W. have done good work in making arrangements with a number of hotel keepers at whose place wheelmen have been charged exorbitant rates. Hereafter at Great Falls, on the Maryland side, and at another place in Maryland, bicyclists, and only bicyclists, will be given good dinners at 50 cents each.

Prospects are good for yet another race track here in the District, now that the ball has been set rolling. The Columbia Athletic Club, having leased the old Van Ness grounds for a field will, among other things, build a fine quarter-mile track.

A. D. Kennedy, Jr., left Chicago last week for Springfield, Mass., where he will commence training under C. R. Culver.

M. A. C. C. BANQUET.

Luscomb, Raymond and Potter Among the Speakers at the New York Clubs' Big Feed.

NEW YORK, March 31.—The annual banquet of the Metropolitan Association of Cycling Clubs was given last evening at the Columbia hotel. It was a marked success, the menu being excellent, as was the oratory indulged in by Chas. H. Luscomb, H. E. Raymond, I. B. Potter and others. Very nearly one hundred wheelmen sat down to the two long tables, at about 9 o'clock. At the speakers' table were Toastmaster Frederick Keer, Luscomb, Raymond, Potter, and M. A. C. C. President Hildick. For two hours or more those present enjoyed the good things placed before them, at the end of which cigars and speeches were in order.

Mr. Keer, in a few words, congratulated the association on its continuous advancement, and besought the various delegates to bear in mind the fact that the continued success of the association stood with them, individually and collectively. He then called upon Mr. Luscomb to respond to the toast "The League of American Wheelmen and its Works."

Any one who has ever heard the energetic president of the L. A. W. preach the "League sermon" knows how convincingly he can argue on that point, and his speech on this occasion was no exception. He possesses the happy faculty of awakening his listeners to the fact that they are in duty bound to join the "most powerful organization of its kind in the world," or else be content to reap the benefit of their companions' sowing. Mr. Luscomb's clear, deep, ringing voice seemed to have caught his listeners and held them spellbound, so intense was the quietude, but when he had finished he was vociferously applauded and cheered.

Isaac B. Potter dwelt at length on his old hobby, "good roads." He spoke to the Brooklyn, New Jersey and New York portion of the delegates and listeners, separately, the New Jerseyites coming in for an extra large share of compliments. They were praised for the sincerity of purpose with which they had pushed that one great subject—road improvement—and in conclusion Mr. Potter said: "The roads of New Jersey are now inspected by all state representatives, who comprise committees on the question that are investigating the improvements on highways, the increase in property valuation thereby, and its general effects on farmers. Most of the publications on good roads are replete with illustrations and facts furnished by the League, and through the efforts of which numberless laws have been enacted."

Mr. Potter was hilariously rewarded for his "few words," as was Howard E. Raymond, who responded to "The Racing Man." When Mr. Raymond arose he was greeted with that same outburst of pent-up enthusiasm, which became so noticeable at Louisville. When he raised his hand things became quiet instantly, however, and he was enabled to go on. His oratorical endeavors were not extended, being as usual to the point. Among other things he said: "The most strenuous efforts are being made to elevate the sport; all races are being taken care of by the Racing Board, and the high standard attained by cycling in the past will be vigorously maintained in the future. We want to see the prize system as it should be, when a man contracts to enter a race he does so in good faith and with the expectation of winning a prize worth the programme value. Therefore it is necessary for the race promoters to keep up their end of the contract by not misrepresenting and misquoting the value of a prize. The passage of the two-class rule seems to have worked a hardship in some minds, but I can assure any pure amateur that he need have no fear of racing any place on earth as long as he remains in Class A; as soon, however, as he shows symptoms of having broken the rules governing that class he will be treated—fairly, always fairly—in being declared Class B."

Among the other speakers were President A. E. Hildick, of the M. A. C. C., who spoke in behalf of the association; J. J. Woods, chairman of the race committee, reported favorably on the committee's work; Mr. Scudder, of Jersey City, related the story of "How our team lost the bowling tournament"; Carl Von Lengerke explained his ideas on road racing, incidentally telling how he won the Irvington-Milburn twenty-five-mile race last year, and H. Strugnell championed the "Woman Cyclists" in most complimentary terms. During the evening President Hildick awarded the bowling prizes.

Broke the Mile Record.

A very improbable story comes over the wires from Ashland, Wis. According to an enterprising correspondent of the Chicago daily papers, "a remarkable trial of speed on a winter cycle, the invention of A. T. Firth, of Chicago, took place at Chequamegon Bay, March 29. The machine used was of great lightness and high gear. It was ridden a mile in 1:44 3-5, and three miles in 3:42 1-5. The rider went five miles over a partially crusted surface in 10:38. It is the fastest time ever ridden on a machine propelled by human force. The fastest mile was made by George W. Gifford. The machine consists of a drive wheel and two runners attached to any machine in a few minutes. An additional fork is run from the front fork of the bicycle frame to the forward runner, thence to the rear runner, and up to the bicycle frame. The weight of the rider is thus entirely upon the runners, which are made of the lightest material possible. The power of propulsion is furnished by the drive gear of the bicycle, the chain gear being attached to a propeller drive wheel set in a movable frame, pivoted at the back of the machine, allowing this drive wheel to be constantly upon the surface of the ice or snow, and thus overcoming all irregularities met."

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GEO. K. BARRETT, EDITOR.

ZIMMERMAN A PROFESSIONAL.

And so Arthur Augustus has been and gone and done it. He has turned pro, or will as soon as he has the chance. He has made up his mind that fifty thousand good French francs are worth more than a whole world of glory. He has made up his mind that it is better to suffer defeat, when the time comes that he must suffer defeat, at the hands of French professionals than at the hands of American maker's amateurs. Jimmy's halo is punctured—that halo with which every lover of honest racing endowed him. He will be just the same Jimmy as of old to his army of friends, but with the great public he will not be the same. Still his decision was a wise one. Amateurism is a farce today. Every one knows it and there is no use in attempting to deny it. From the very nature of the sport the king pins in it are bound to look after the almighty dollar, or French franc, as the case may be, and the sooner we recognize the fact that professional bicycle racing is coming the better off we will be. We do not mean to say that it will come all at once, but it is coming closer and closer every day. The maker's amateur is now an accepted fact. From the maker's amateur it is only one short step to out-and-out professionalism. The fact that Zimmerman has taken that step in advance of a few of his fellow-riders will make them take that step so much the sooner.

Good-by, Zim, old boy. We wish you all the success in your new field that it is possible to wish. May you be as big a success and as long a champion among the pros as you were among amateurs! Your record in the latter field will not soon be eclipsed.

A PEEP INTO THE FUTURE.

A bill has been introduced into the New York Assembly to authorize the building of side paths along the highways of the State of New York. The bill provides that such cycle paths may be built by corporations, and that toll gates may be erected on them, and tolls collected. These paths must be authorized further by the highway commissioners and town boards, and must not interfere with the wagon roads. Fines are provided for any one who shall evade the toll, or who shall ride or drive an animal on the paths.

The bill may or may not pass. Whether it does or does not, it shows the possibilities of cycling, and affords a glimpse into the future that is refreshing. We have to look back but a few years to see the time when wheelmen were denied the common rights of the road. Slowly their rights have been asserted and established. In some of the less progressive countries they are still fighting for their rights on public highways. In this country we have all the rights that other vehicles enjoy. We will have more. The use of the wheel is becoming more and more common every day, and with its more general use it is being accorded privileges that a few years ago were never thought of. The time will come, and we say it with

every confidence, when every great highway in city and country will have its cycle path on either side of the road; when wheelmen will not have to eat the dust and dirt of equines; when the wheel will be the vehicle of the multitude; when there will be more people interested in the rights of wheelmen than in those of drivers. When we think of what has been done in the last dozen of years, we are prepared to predict almost anything.

NO CLASSES ON THE ROAD.

The Executive Committee of the League has done a wise thing. It has shown its ability to read between the lines of the amateur rule and make a decision that pleases every one. It has displayed the wisdom of Solomon of old, nay, of three Solomons rolled into one. From all parts of the country will go up a great shout of rejoicing from racing men and race promoters, alike. The declaration that the League would entirely ignore road racing, and make it possible for the wolves and the lambs to feed in peace together will make more of a hit than did Patti on her thirteenth farewell tour of America. It galls your real racing men to ride for paltry fifty dollar prizes; it is below his dignity. He will be happy to know that if he is going to ride on the road at all it will not be for minor prizes. And the race promoter is happy, too, for he foresaw a dismal failure ahead, whether he ran his races for class A men or divided each event into two races. The where-am-I-at expression will leave his face and he will go to work with renewed vigor to make his races unprecedented successes. If the E. C. and the Racing Board hold the pace at which they have started, this benighted country—vide English cycling papers—will have such a season of racing as that enthusiast, Howard E. Raymond, never dreamed of. We will have more racing, better racing, and more interest in racing than ever before.

COLORED L. A. W. MEMBERS.

Considerable misapprehension seems to have arisen out of the passage of the "White amendment." We have had several inquiries from different parts of the country as to what would be the result of the passage of that, amendment on such colored men as are now in the League. The result will be that they will stay in the League just so long as they pay their renewal fees promptly, and no longer. The amendment said nothing about throwing out members, but it did say applicants must be white men to be eligible.

STRAY SHOTS.

An Anti-Bicycle Crank.

There are cranks and cranks, but the editorial writer on the Chicago Herald takes the plum pudding. This dyspeptic scribe evidently lost his appetite several weeks ago, and since that time has looked at the world through anything but rose-colored glasses. His antipathy toward cycling is so marked as to cause a deal of comment among Chicago wheelmen. A newspaper man who can sit down and write the following should be examined by experts to see if he is not a candidate for Kankakee or Elgin. Of late he has dipped his pen several times into the gall pot, and has written several very sarcastic editorials which were not at all complimentary to the wheelmen, but his latest effusion is the worst of the lot. It is as follows:

Ah, ha! The bicycle rider gets his rights at last. Justice Wheeler says that wagons must go around bicyclers. This puts things on the proper basis. It has long been conceded that the pedestrian has no rights that the cyclist is bound to respect. He must run for his life when the shrill blast of the whistle announces the approach of the lordly wheelman. But hitherto there has been some difficulty in reducing cabmen, truck drivers, and other stubborn plebeians to proper subjection. These persons have shown a disposition to contest the claim of the wheelman to sole and exclusive possession of the planet. They have even sworn at the cyclists in their coarse, vulgar way, and insisted on having part of the road. Justice Wheeler has remedied all this. Henceforward no jehu may venture to stir so long as there is a bicycle in sight. This is well and proper. All that is now necessary is a decision forbidding railroad trains, cable cars, and fire engines to dispute the right of way with the apostles of the whirling wheel. That will fix things just right.

Class A is All Right.

At last we have done something to please the English. The Cyclist says:

The class B rule, here, was carried almost unanimously, and, if the rule is administered according to its provisions, there can be no doubt that amateurism—that is to say, class A amateurism—in America, which is the only form that we can recognize, will be of a far purer character than that, perhaps, of any other country. The class B men, in all other countries but America, will of course be looked upon as professionals. That is to say, no class B man will be permitted to compete in amateur contests in Europe, so that, if these men wish to try their powers against the British and continental riders, they will have no other course open to them but to ride as professionals when here; and that, of course, will necessitate their being classed as professionals upon their return. The effect of this will be to keep the American maker's amateurs at home, or else to lead to the speedy incorporation of all the fliers in the professional ranks, and the abandonment ere long of the intermediate class.

It has been definitely settled that the Rambler team will go to California to take part in the races at the Midwinter Fair. Bliss, Dirnberger and Taylor will leave for 'Frisco the latter part of this month.

CLEVELAND AFTER SCALPS.

The Turn Down of Sayle Arouses a Whirlwind—All Caused by Politics.

CLEVELAND, O., April 2. Prominent wheelmen in our city are quite worked up over the turning down of our Mr. W. F. Sayle as official handicapper, and the appointment of Mr. Bliss, of Columbus, in his place. Mr. Sayle has given the best of satisfaction in the past, and even Chairman Raymond has said that Ohio never had a better handicapper. The beginning of the trouble, it is said, dates back to the Louisville Assembly, where Mr. Sayle voted for "Pop" Brewster in place of Mr. Mergenthaler. Wheelmen here take this instance as a direct slap at Vice Consul Collister. Mr. Collister and Mr. Sayle are both warm personal friends of Mr. Brewster, and were pledged to him long before Mr. Mergenthaler came into the field at all. Mr. Sayle, while admitting that he was a little "sore" at first, takes a common sense view of the matter, and says it is the best thing for him that could have happened, as he is now in the trade, and if any wheels handled by his firm should win in races that were handicapped by him there would be a terrible howl, and undoubtedly he is right. His views do not change the general aspect of the "deal," however, and Cleveland is looking for scalps.

Dropped Dead While Riding.

A brace of bicyclists, Fred Turner and a companion named

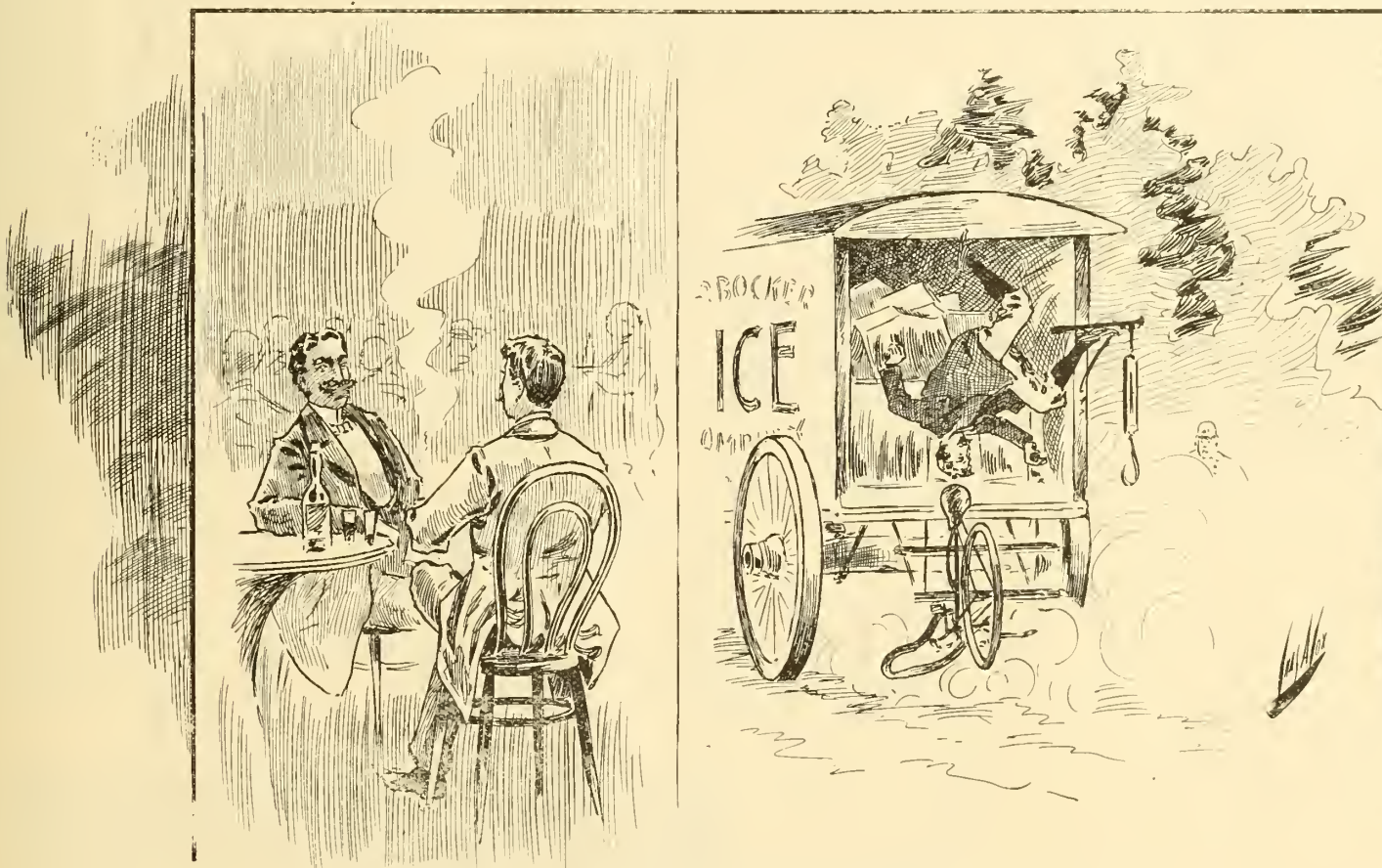
Teamoh, of Massachusetts, scoring him and the promoters of any such movement. The letter was returned, with the assurance that his interference would not be noticed or tolerated, and with the information that the Eureka Wheel Club were thoroughly in earnest in their movement, and would put it through if it were possible. Mr. Isaac informed him, among other things, that he did not expect to rank socially with a white man, nor did he wish to force himself into places and societies where he knew he was not wanted.

Kansas City Mail Carriers Ride Bicycles.

KANSAS CITY, Mo., April 2.—The annual meeting of the Kansas City Athletic Club will be held April 4 for the purpose of electing officers and naming committees for the ensuing year. As in 1893, cycle racing will be the prominent feature of the club's programme. Application has already been made to the Racing Board for dates on the Denver circuit, and three or four other meetings will be held. The grounds at Fairmount Park will be used as formerly. The only possible objection to the track is that it is four laps to the mile; but it is wide, well banked and absolutely safe. The accommodations for contestants and spectators have been pronounced perfect.

The Kansas City Cyclists' annual Waldo Park road race, will be given on Decoration Day. The course will be ten miles, the same as last year.

The K. C. C.'s had two runs Sunday; one in the morning to Raytown



McSCORCHER—"It's a cold day when I get into a collision on the road"—And it was.

Cramer, left the city yesterday for a ride to Wickliffe, a distance of about fifteen miles. The day was just cool enough to make the ride an exhilarating one, and the riders bowled along at a rapid rate. Cramer was in the lead before reaching their objective destination, and turned around to see how near his companion was to him, and was startled to find that Turner was lying in the road beside his machine. Hastening back he found that his companion was either unconscious or dead. Physicians were summoned, who found that the young man was dead. Heart disease was the cause of his sudden end. It was only recently that Turner had come into possession of his wheel, and this was the longest ride he had yet undertaken. He was only twenty years of age, but held a responsible position with the Cleveland General Electric Co. His parents live in Orange, N. J., and were at once notified.

The sixth of the series of dancing parties given at the home of the Cleveland Wheel Club occurs on Thursday of next week. Active preparations are on foot to make the annual May party outshine all previous records.

The Lakeside Racing Team

this season will be composed of Messrs. Ernie and Louie Johnson, Art Brown and Robt. Goetz. Arthur French, of Cincinnati, will probably also race under Lakeside colors.

Mr. Frank Isaac, corresponding secretary of the Eureka Wheel Club (colored) is busy answering letters pertaining to the forming of a league of colored cyclists. He received a letter recently from the Hon. Robt. T.

and in the afternoon to Westport and Waldo. Thirty-five men turned out in the afternoon, which is the biggest run the club has ever had. About forty letter-carriers, nearly all of whom had just received their first wheels, started from the postoffice on Sunday morning to make a tour of the asphalt streets. Most of them had barely learned to ride, and there were several accidents, though no material damage was done. There are now about sixty postoffice employees owning wheels.

Racing on a Big Scale.

From present indications it looks as if the Hon. Thomas W. Eck would have more than his hands full the coming season. He has material enough on his hands to turn out half a dozen champions. E. C. Stearns & Co. intend to have a stable this year that will eclipse all former efforts and Eck will manage the aggregation. They have secured a track at Syracuse and will erect buildings there where the men can eat, sleep, and train. Johnson, of course, will be the star. Then there will be C. M. Murphy, F. B. Tuttle, Charles Callahan, of Buffalo; Harry Elks, a sixteen-year-old youth from Whitehall, N. Y., who is said to have ridden a mile under 2:15; a seventeen-year-old boy, named Newton, from Willamantic, N. Y., who is credited with a mile in 2:03; Klein Haus, a German, hailing from Pennsylvania. Syracuse and vicinity will be well represented by Helfert, Davis, Inslee, Piccaver, Wilkinson, Benjamin, Gardner, Murray, Ackerman, Bex, Coville, Van Wagoner, Van Wagenen and Sloan. While they are at their training quarters five different teams will compete in tandem races.

WILL HAVE A TRACK ANYWAY.

Philadelphians will not Have to Worry About the Tioga Track—The Riverton Ball Club to Build One.

PHILADELPHIA, PA., March 30.—If the plans now under the consideration of the Riverton Ball Club are carried out wheelmen in this section will have a track for bicycle racing that will be second to none in this country, not even Springfield or the kite-shaped track at Independence, Iowa. Ever since the affairs of the Tioga Athletic Association have been in such a bad financial condition, it has been an open question whether or not wheelmen of this city would be able to hold their future race meets on the track at Westmoreland Station, and the Riverton Club, which had decided to build a track anyhow, decided to enlarge their plans and spare neither pains nor expense in building a track, so that in the event of the Tioga Athletic Association's track passing out of existence wheelmen in this city and vicinity would have a racing path within easy access. The plan of the Riverton Club had no sooner been announced than it met with the hearty indorsement of local wheelmen, and the athletic world in general, and all will wait in a state of expectancy until the new track is finished.

For the purpose of considering the plans and propositions relative to the scheme, a meeting was held in Parlor C of the Continental hotel, on Wednesday night, when twenty-five gentlemen closely identified with athletics in this city, and including members of the Riverton Association, were present. The South End, West Philadelphia, and Century Clubs of this city were among the other organizations represented. During the evening several plans were talked over, and it was practically decided that the track would be of clay and a third of a mile in circumference. There is room on the grounds for a half-mile running track, but with the big turns which a bicycle track requires, there is not sufficient room for one a half mile around. It was decided to secure the services of a surveyor, and have a report ready for the next meeting, which will be called at the option of the Board of Trustees of the Riverton Club.

Riverton is situated on the Delaware River, eight miles from the center of Philadelphia, and is directly opposite the northern section of the city. It is accessible by steam railroads and boat lines, and on account of its location should become very popular with the public.

Asbury Park For the Tri-State Meet.

is now the cry and it now looks as if the pretty Jersey seaside resort would be favored with one of the biggest meets of the year. Chief Consul Boyle, of the Pennsylvania division, issued a letter last week, in which he asked the opinion of the members of this division whether or not it would be advisable to combine with the New Jersey and Delaware divisions and give the meet at Asbury Park. He gives the members ten days, and upon their answers depend the course of this division. The general feeling in this vicinity seems to be for Asbury Park and it is very likely that there will be more for than against it.

Several of the local clubs intend to have racing teams on the path this season and at present all the local fast men are going through a course of preparatory training. The Century Wheelmen will be represented by several, but Charles Lagan will wear their colors at all the big meets of the circuit. The Quaker City Club has R. Parker Rich for the racing path and Frank Dampman and one or two others for road riding. There are numerous candidates in the other organizations, but the successful ones have not as yet been announced.

The reports submitted at the recent meeting of the Associated Cycling Clubs showed that the organization was

In a Fine Condition Financially,

in fact, so much so, that the members of the clubs comprising the association are wondering what will be done with the money. The expenses are very light and as a result the surplus on hand is increasing rapidly. The only expense is the \$150 for the rental of the office on South Fifth street. The clubs of the associations pay dues amounting to \$12 per year, and this, together with the profits of the cycle shows, race meets and other undertakings is lying here in bank. This income will not decrease, but on the contrary will increase more than ever. It has been agitated that it would be a good scheme for the association to unload itself of some of this cash and establish a country clubhouse somewhere in the suburbs where the members could go in the summertime. This would be a very good plan and while it would be a little expensive the treasury of the association could surely stand it. At the next meeting of the club the officers for the ensuing year will be elected. William R. Tucker is the nominee for president, and O. S. Bunnell is mentioned as vice-president.

Taxis returned from Chicago last week looking well. He only remained a short time when he was off for Springfield, Mass., where he will do a little preparatory training. He will commence his trip south about the eighth and on his way down will be joined in this city by John R. Kendrick, Jr., and a party of Philadelphians, who intend being present at the early southern meets.

The wheelmen in the vicinity of Reading, Pa., are protesting vigorously against certain companies controlling roads in this section, who are charging wheelmen at the rate of one cent a mile for riding over their property. They consider it outrageous and intend submitting the matter to the League.

Just about the time local wheelmen were beginning to think that warm weather had come for good, the cold winds and rains of treacherous March set in, and according to the present condition of the weather, will keep them indoors for a short season. Many clubs had expected to open their riding

season last Sunday, but a heavy rain-storm prevented them from doing so and a number of organizations who attempted to stick to their pre-arranged schedule were treated to a nice wetting. Today the weather is a little better and the indications are that the wheelmen can go ahead and commence riding without interruption for a season extending over a period of eight months.

Twenty-five members of the Eclipse Wheelmen started to ride to Valley Forge last Sunday, but they had not gone far when intercepted by the rain. They returned home a very disgusted set of riders. Today they will attempt to ride to Woodbury, returning this evening.

Frank B. Marriott was the winner of the annual road race of the South End Wheelmen on March 23. He was the only scratch man, but found no difficulty in defeating the other eleven contestants. The course was from the clubhouse, Broad and Morris streets, to League Island and return.

The Century Wheelmen opened their riding season today with a run to Leiperville. Over seventy-five men, headed by Captain Allen, were in line.

The Time Wheelmen held "open house" on Wednesday evening, and a large number of visitors were present. The lady members, under whose auspices the affair was given had arranged everything very nicely, and everybody enjoyed themselves. During the evening a number of musical and vocal selections were rendered and refreshments served. These affairs have been given a number of times this winter and have not failed to draw large crowds each time. The riding season was inaugurated today with a run to Chester.

The open house kept by the Roxborough Athletic Association Wheelmen during the progress of a pool tournament now under way continues to draw a crowded audience every evening. Never since its organization has the club undertaken so successful a movement, and consequently never before was there such interest shown by the members and their friends. At present half a dozen men are tied for first place, and as the first half is not yet finished the race for first place will be a hotly contested one.

The final game in the whist tournament of the Penn Wheelmen, of Reading, was played last week, and resulted in a victory for John Beyery, after a hard-fought game. The final series in the tournament have been particularly interesting, as several men were trying for first place.

The annual fair and bazaar of the Alpha Wheelmen was brought to a successful termination last night after a most successful run of two weeks. This event has proven beyond a doubt the popularity of cycling club fairs with the public, and this organization will reap a profit somewhere in the neighborhood of \$600.

Two Big Clubs May Amalgamate.

WORCESTER, MASS., April 2.—A movement is on foot to consolidate the Worcester Athletic Club and the Bay State Bicycle Club. If this is done a new four-lap track will be built at Lake View Park, which is now owned by the Athletic club. There is a five-lap cinder track already laid, but the W. A. C. is now figuring with the men who will lay the new surface at Waltham. If the negotiations now pending are successful it is more than probable that Worcester will have at least three or four meets this year. It will be impossible for the Bay State Bicycle Club to hold its usual tournament on Decoration Day, as the horse track, where the races have always been run, has been secured by the horsemen, and unless the amalgamation scheme goes through there will be no races on Decoration Day.



The Nineteenth Century.

THE SAME OLD STORY.

"ANYBODY CAN MAKE MONEY, BUT IT TAKES A SMART MAN TO SAVE IT."

WHAT?

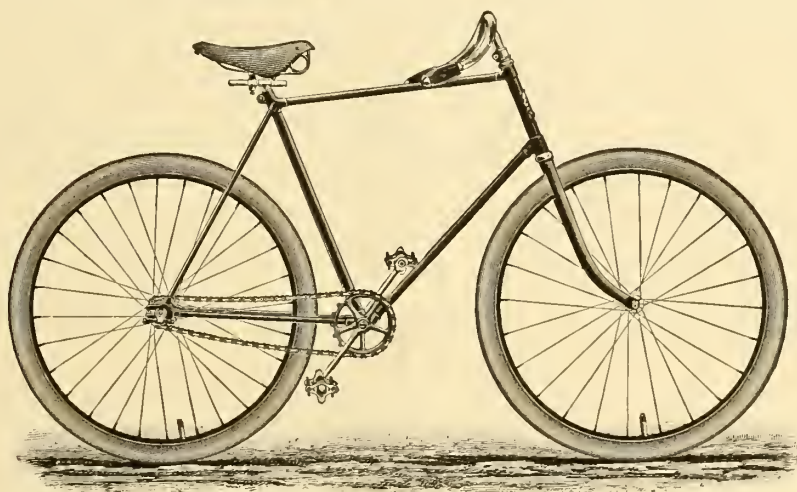
\$85

Bought a new Bicycle and didn't buy a

Well, you know the old saying about "fools and their money." And you gave up \$125, too. Whew! You didn't do a thing but throw away \$40. You must be made of money. Well, well. \$40 would buy a mighty fine suit of clothes; and you

would have a better bicycle than that one, too. I tell you, boy, these times are too tight to waste your money that way. Take that wheel back and exchange it for a "Waverley," and put that \$40 where it will do more good than it will in the pocket of some old foggy manufacturer who hasn't waked up to the fact that these are the days of hot competition and close margins.

Waverley



GET A CATALOGUE
FROM THE

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

Mention The Bearings.

MR. TEAMOH AGAIN.

Boston's Colored Man Displays His Ignorance of League Affairs—Bassett Hates to Leave Boston.

BOSTON, MASS., March 31.—A very warm and delightful day is predicted for tomorrow, and the cyclists are hoping and praying for it, as Easter Sunday was strangely unlike what Easter Sunday should be. It was cold to begin with, and it rained to end with. The weather is surely getting more settled now, and it seems as if summer were almost here. The roads are as fully covered with wheelmen and wheelwomen as they are at any time in the height of the season.

Our friend Mr. Teamoh has been talking through his hat again, and this time to a representative of the *Boston Journal*. He made some remarkable statements which did not hold water, and said a few things which revealed his painful ignorance in general, and in League matters in particular. But he was adequately called down yesterday by Arthur K. Peck in the *Boston Post*, who devoted half a column to a direct personal statement to Mr. Teamoh, and told him some things that will do him lots of good to know and remember. The negro question here is blowing over, and we shall hear no more of it now. That resolution has been passed, and the Riverside Club will get the pen, but what effect it will have on any one, no one seems to know.

Sterling Elliott says that the subscriptions to *Good Roads* are coming in in good style. He feels very hopeful and confident of the success of the magazine, and is surrounded with a mass of manuscripts, cuts, back numbers and addresses that would make a man of less determination, blue to the back bone. But on the contrary, all the confusion seems to make him the more determined to bring ultimate triumph and success out of the seeming chaos. And he will do it, and don't you forget it.

Bassett Doesn't Want to Leave Boston.

Secretary Bassett says he supposes that he will have to go to Chicago, but says he is not at all pleased with the prospect. He does not know when he will leave town, but says that we must all come around to the farewell dinner. Well, now, we will if there is any. There is not a wheelman in the east that does not delight to honor the "grand old man" of cycling.

The A. C. C. is already getting down to serious business and plans for the spring meet and races at Waltham. They believe in taking time by the forelock and sawing wood. The work of resurfacing the Waltham track has already begun, and a gang of men are at this moment breaking ground preparatory to laying the surface. Owing to the fact that there is some doubt as to the ability of the contracting company to lay the whole surface in time to allow of any training before May 20, it has been decided to resurface only the ends of the track round the turns now, and let the stretches remain as they are at present. The contractor has promised that the track will be sufficiently prepared for training some days before the meet. A valuable list of prizes has been procured and are all ready to deliver. Tyler, Sanger and McDuffee will all be present and ride for the first time on the circuit.

The regular spring division meet which will be held in Boston the same day is already being provided for and will be better than ever before. The exercises will open with a morning run through the suburbs and a parade will follow. The races will occupy the afternoon, and the evening will be taken up with a party or a variety entertainment.

The Bay State Bicycle Club of Worcester will hold their sixth annual tournament May 30, and it will open with a lantern parade May 29, at which prizes will be awarded. A union club run will be run May 30 to Lake Quinsigamond. In the evening a Midway Plaisance smoker will be given at the clubhouse.

AMERICAN ROAD RECORDS.

H. P. Walden, chairman of the Road Records Committee of the Century Road Club of America, has made a partial report of American road records as follows:

MILES.	TIME.	NAME OF RIDER.	PLACE.	DATE.
† 5.	13:30	A. L. Leonhardt	Lake View Course, Chicago...	September 9, 1893
* 10.	27:55½	Jas. Willis	Newark, N. J.	November 8, 1893
* 15.	43:02	Mr. Patterson	Belle Isle Course, Detroit...	November 8, 1893
* 20.	57:22	Mr. Patterson	Belle Isle Course, Detroit...	January 24, 1893
† 25.	1:11:59	W. B. Hurlburt	Belle Isle Course, Detroit...	May 22, 1893
* 25.	1:13:55½	E. A. McDuffee	Linscott Course, Malden Mass	August 26, 1893
† 50.	2:32:20	F. A. Foell	Buffalo, N. Y.	October 22, 1893
* 100.	5:37:15	J. W. Linneman	Buffalo, N. Y.	November 5, 1893
* 100.	6:06:00	J. A. McGuire	Denver, Colo.	
* 200.	17:28:30	F. C. Graves	Springfield to Boston & return	October 31, 1893
* 500.	3:19:56	H. H. Wylie	Fairfield, O., to Crete, Ill.	June 21, 1893
* 1,000.	9:22:06	H. H. Wylie	New York to Crete, Ill.	June 17, 1893
† 15,164	1 year	C. M. Shadbolt	Brooklyn, N. Y.	

*Records claimed and under investigation.
†No claim made for records. Competitive.
‡Pacific coast records. Against time.

Blank forms to be used in making application for road records may be obtained of Mr. Walden. When a record is made over a surveyed course a certificate from the surveyor, stating the exact length of the course, should accompany the application. When a ride is made between two points of general interest, the starting and finishing points should be accurately stated, as well as the exact route followed. Certificates should be obtained from the timers, judges and checkers, in order that the record may be properly authenticated.

"Jim" Percival, who, it will be remembered, trained Meintjes and Osmond when they were in America, will look after Ernest Osmond.

SANGERTOWN AFFAIRS.

Milwaukee Wheelmen Intend to Make the Waukesha Road Race Larger Than Ever—Milwaukee Will Not be on the Circuit.

MILWAUKEE, WIS., April 3.—Active preparations are being made by the Milwaukee Wheelmen for the holding of their annual Waukesha-Milwaukee road race on July 4. A meeting of the Racing Board will be called this week by Chairman Andrae, when steps will be taken for the holding of the race. It is proposed to make this year's race a bigger event than ever before. The list of entries will probably be larger than last year. The course may be changed somewhat, so that the finish will be at the state fair grounds. Negotiations for the lease of the ground are now pending, and will, very likely, be satisfactorily arranged. Regarding prizes, the club is at a loss how to proceed under the present rules. The Racing Board will consider this problem at the coming meeting.

Local Professionals are Wondering

what has become of the Cash Prize League and are doing considerable grumbling. It is the general impression here that the N. C. A. is beyond resurrection and the local professionals would like to come into the L. A. W. and ride in Class B. Henry Kanaska would like to cross the ocean and get some of the gold that is being won there by professionals, but it is not likely that he will get very far from home this year, unless something unforeseen turns up.

The Chippewa Falls-Eau Claire Road Race

promises to be the event of the season in northern Wisconsin. The road race will be held in June, and will be conducted under the auspices of the Miles Bicycle Club, of Eau Claire. Several valuable prizes will be offered in the race.

The changing of the dates for holding the annual meet at Denver will materially affect the plans of Wisconsin wheelmen as to holding the annual state meet at Ripon. The meet will now be held earlier than at first anticipated, and the dates will be about the same as last year.

Road Racing Will be the Feature

in cycling in Milwaukee, and the state, as well. Throughout the state preparations are being made to hold road races, but comparatively few race meets have yet been spoken of.

Several weeks ago there was little doubt that Milwaukee would be placed on the National Circuit. The outlook now is not so assuring. The Associated Cycling Clubs have decided not to make a bid for a date on the circuit and will pay more attention to road races during the season. The Milwaukee Wheelmen have heretofore conducted the local international races, and are also undecided as to applying for a date. The matter now rests with the wheelmen and unless the club comes to the front, as it has on several occasions where racing matters were concerned, local enthusiasts will not witness any international events in this city.

Ripon, La Crosse and Eau Claire have also talked of asking for dates, but have as yet made no application for same. It is not likely that all three towns will be accommodated, if all do request meets, and the prospects are that Ripon will be the only town to make application.

Local Cyclists Have Organized a Camera Club

and elected R. S. Baird president of the organization. The annual minstrel show of the Milwaukee Wheelmen was given at the Academy of Music last Thursday and proved a success financially as well as from a social standpoint.

The term of Handicapper Patitz, of the Wisconsin division, will expire soon. He will be reappointed.

Englewoods in Trouble.

The Englewood Cycling Club is in trouble, and now it looks as if this once promising cycling organization would soon give up the ghost. The house committee has been giving boxing matches for the members' entertainment for some time, and some of the puritanical ones took offense at them and resigned. This took off a huge slice from the club's income, and it has found hard work to meet its bills. The board of directors recently mortgaged the property for \$2,700. But this is not all. The electric light company presented a bill for \$90, which the Englewoods could not meet. The corporation then placed a custodian in charge of the clubhouse, and when the members came around last Friday night they were refused admittance. After a wordy war with the man in charge they left and swore out a warrant for his arrest on a charge of assault. A policeman went to the clubhouse and placed the obnoxious intruder under arrest. There has been considerable discord among the members for some time, the social members trying to get the upper hand. This last trouble will probably kill the club.

More About the French Long-Distance Race.

Martin, Waller and Ashinger were the Americans who started in the eight-day race at Paris. Much was expected of these men, and they led in the betting. Ashinger soon showed signs of weakness, and at the end of the first hour the field lapped him. Shortly after this Waller got a pain in his side and dismounted. In a few minutes he started again, but in less than half an hour afterward the Dutchman gave up and left the track for good. During the third hour Martin got enough and he joined Waller. Ashinger, however, stuck it out to the end and finished fifth. Harry Wheeler helped pace.

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You Hear it on all sides.

Our Friends Know it.

Our Competitors Believe it.

Why try experiments which are costly, when we have a corps of experts whose constant aim is to produce the best. That they succeed

Columbia Popularity Attests.

Pope Manufacturing Co.,

Catalogue free at Columbia agencies,
or by mail for two 2-cent stamps.

**BOSTON,
CHICAGO,**

**NEW YORK,
HARTFORD.**

MENTION THE BEARINGS

Hickory
TRADE MARK

Hickory
TRADE MARK

**A Prominent Dealer
Writes as Follows:**

Akron, Ohio, February 9, 1894.

HICKORY WHEEL CO.,

South Framingham, Mass.

GENTLEMEN: We beg to say that we have never, in all our experience as riders and dealers, seen so very marked improvement in a wheel, which was before one of the best, as you have made in the '94 HICKORY.

The samples we have here are attracting the attention they deserve, and we feel that with an early spring, and a continuance in the improvement of business, we will more than double our last year's Hickory business.

Yours truly, THE RANNEY CYCLE CO.

These Machines are made by

Hickory Wheel Co.,

South Framingham, Mass.

Hickory
TRADE MARK

Hickory
TRADE MARK

MENTION THE BEARINGS

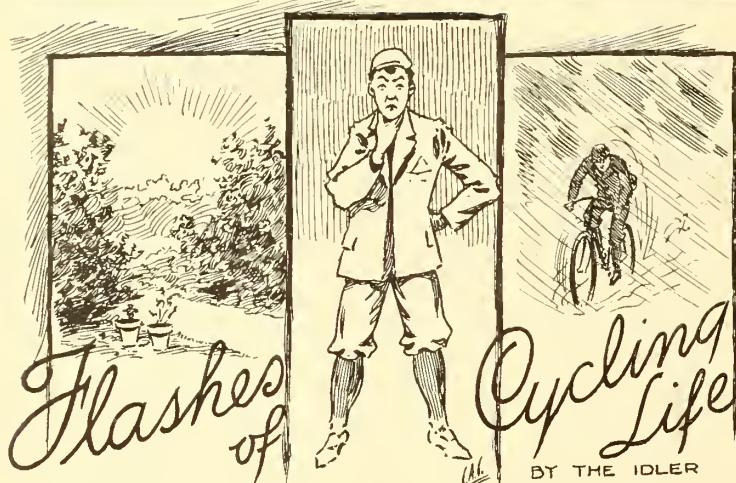
The Hartford Safeties for 1894

Have you heard about the prices?
Have you seen the bicycles?
You can buy them cheap;
Just as cheap as your neighbor
And no cheaper—they are one price.
Before you decide, send for
One of our New Catalogues.

THE HARTFORD CYCLE CO.

HARTFORD, CONN.

MENTION THE BEARINGS



As a rule we laugh at old saws. We do so because it is fashionable, but there is one old saw that I have never known to fail. March, we know, is said to "come in like a lamb and go out like a lion," and vice versa. Is there any one who has seen the old tradition fail?

Cyclists in this vicinity, at least, and I am persuaded it is quite true of the country generally, if the weather bureau can be depended on, will have observed the force of the truth of the proverb about the fickle month this year. March began with weather that was not less than an irresistible temptation to the cyclist to get out his wheel and don his sweater. For the first few days of the month we had ideal weather, blue sky, warm temperature, green grass, budding bushes, and trees, and a spicy aroma in the suburban air that made us feel sure that spring had come to stay. The poets had even begun making their verses when, lo! the scene changed and the cruel northwest poured its blasts upon us until we began to believe that the winter had only taken a short rest and had returned to be with us for the summer.

The last days of March, 1894, will not readily be forgotten. They broke all records in the way of leonine departure and convinced many a cyclist that he is never sure of himself, or the weather, until at least the middle of April.

In Distasteful Desuetude.

From reports in the daily papers I gather that the Century Road Club is, or has been, in a condition of desuetude, that is to say, next door to dead. There is good cause for this. The club was doomed to failure the moment its members tried to lift it out of the purpose which caused it to wax big during its first days.

The lines on which the club was built never contemplated the pretentious development that some of the members tried to force on it afterward. As it left the hands of Herrick it was perfect. It meant jolly jaunts for a few congenial spirits. Its color was purely local. No one believed it would last longer than two seasons, and it did not. When the charm of the thing drew large numbers into its membership the smart men in it jumped at the conclusion that they had another L. A. W. in hand and sought to spread it over creation.

The result was that it fell flat. Confined to narrow limits it was a happy-go-lucky, devil-may-care sort of club, with lots of off-hand spirit in it. Spread out, it was thin and stale.

Then when Bill Herrick practically dropped out of it, it died. For Billy was to the club what the melancholy Dane is supposed to be to the play.

The present promoters are trying to galvanize the corpse by talking up relay runs, ten-century bars, and what not, but it seems to me the entire scheme is distasteful. It's like trying to make a stage scene out of a miniature landscape; like trying to make benedictine a summer drink to quench thirst with; like trying to make a violet perfume a slaughterhouse.

Let us hope it will all end in nothing.

The Dear Idiotic Public.

When will the dear public and the addle-headed idiots it sends to its halls of legislation be satisfied with the conduct of the cyclist on the street or road?

The outlook is certainly not good. In the Massachusetts legislature there is now pending an act providing a severe punishment for cyclists who do not conform with its regulations. Among other requirements the cyclist must, under the pain of a \$20 fine for each and every offense, carry a bell or whistle on his wheel which he must set going in a loud and convincing sort of way whenever he approaches a foot passenger. The statute says that he must thus give reasonable warning of his approach or else suffer the penalty.

Few cyclists care to carry bells or whistles on their machines for the reason that the said dear public is exasperated by their use. When a cyclist sounds an alarm by ringing his bell or blowing his whistle, the foot passenger glares at him with a malevolence that is not put into words. If he gently calls out to the pedestrian to "look out" he is treated with even more contumely. If he says nothing and gives no warning at all, the pedestrian denounces him as a savage and worse, and pours out on him a torrent of abuse that is best escaped by fast going.

This same pedestrian, who would, if he could, drive the cyclist from off the face of the earth, breaks his submissive neck to get out of the track of some big brute who is driving a horse or a pair of horses along city streets at a murderous pace, and takes it as a matter of course.

The rank injustice of the whole proceeding and the gross stupidity of the general public is just what is to be expected from that inane body. If you want the public to be satisfied with you ride over them rough shod and keep your heel on their necks all the time. The cyclist should take his cue from drivers of vehicles and snap his finger in the face of the public. For every measure such as is now pending in the Massachusetts legislature let the wheelman's representative introduce a similar bill fixing penalties and regulations for every buggy, carriage, and wagon driver. The way to get rid of an obnoxious law is to enforce it, and the way to kill obnoxious class laws is to make them logically general.

The old fight against cyclists has by no means run out. It is on today as fierce as it ever was. To all cyclists I say, "Fight back." When the public takes you kindly return the kindness; when it attempts to throw you down, ride over it. This may smack of anarchy, but anarchy is sometimes a pretty good thing.

Let's all Shout for Willie.

Bill Cramer is all right. There are, to borrow a word from the popular vocabulary, no flies on William. We have not the honor of a personal acquaintance with Willie, but we are in no wise averse to meeting him. If he will call at this office we will agree to congratulate him, and afterward supply him with sufficient money to get out of the state on the first train bound for anywhere.

Bill is a bold, bad man. He can play, it is said, any trick known in Cheyenne, with a revolver, from "spinning" to "fanning the trigger." He is a genial soul, is Bill, and as polite a gentleman as ever stole a horse, or robbed a train. Dispatches in the daily papers relate something of his



adventures in Ottumwa, Iowa, that will, no doubt, be interesting to cyclists. Bill arrived in Ottumwa the other day, seeking anything that wasn't tied up after nightfall. He had been in town but a few hours when the brave police of the municipality heard of his arrival.

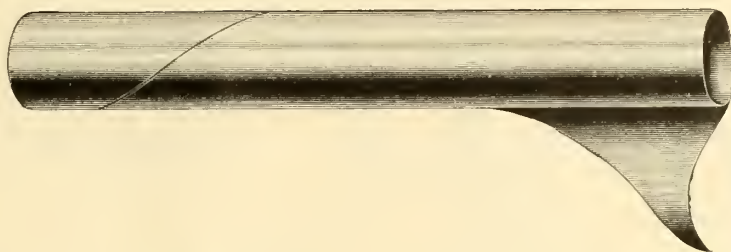
They went forth in force to conquer and catch him, but he made them hold their hands up in the air until they were positively tired of the effort, and then he walked down the main street of the town. The police sought their stronghold and returned thrice-armed, and re-enforced ten times. Meanwhile, William entered a bicycle store, bought a wheel, and arching his back, toured off into the country, leaving the officers disconsolate and empty-handed.

We are not fond of highwaymen, but if we must have them, let them be highwaymen like Willie.

William is a brigand *de luxe*.

Ernest Roeber, an Indianapolis wrestler, bet a bottle of wine that he could ride around the circle five times in five minutes. He started and hadn't gone two hundred yards before he ran into an old man carrying a bag of chickens. The old pedestrian was knocked senseless and his wife commenced to upbraid the wheelman. The latter stopped and restored the old man to consciousness, then the injured man wanted his chickens back. The record breaker had to drop everything and chase the chickens, with the result that he lost the bottle of wine.

GO TO HEL



IGAL TUBE if you want **Strength and Lightness** combined.

DEALERS! Weldless wheels are Legion. Helical Wheels are PREMIERS. What is the public demanding? Something different. HELICAL PREMIERS are both Different and Better. Our Line and Discounts are more attractive than ever this season. Write us.

Premier Cycle Company,

Premier agencies everywhere.

Wholesale—34, 36, 38 Watts St., New York.

Retail Branches—289 Wabash Ave., Chicago; 1773 Broadway, New York, and at Orange, N. J.

Mention The Bearings.

“Das schoenste zweirad in der welt.”

That's what our German customer wrote . . . us, after he . . . received sample of

High Frame, Low Frame, Wood Rims, Steel Rims; Detachable Tire, Cemented Tire; Rat-trap Pedals, Rubber Pedals; Up-curved Handle Bar, Down-curved Handle Bar. All the same to us; take your choice.

The Triangle



THE PEERLESS MFG. CO.

 **CLEVELAND, O.**

WHAT HO!

Ye Riders of the Sandy Roads!

Know ye that the

Fowler Bearings

ARE DUST PROOF!

THAT==The Roads are not as Long,

The Hills are not as Steep,

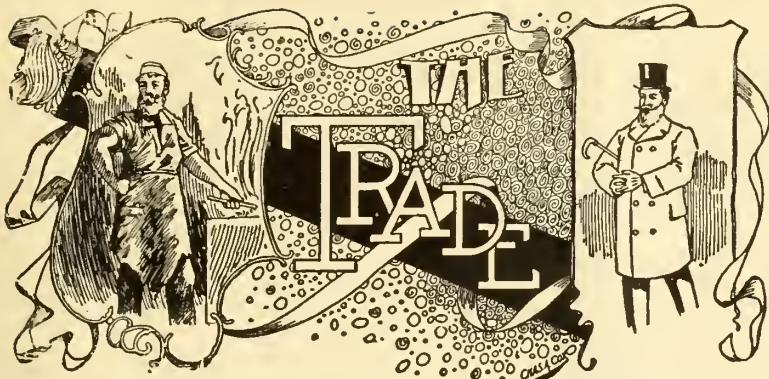
And Centuries are Easy

When You Ride a Fowler.

HILL CYCLE MFG. CO.

Mention The Fowler Truth...

142-148 W. Washington St.,
CHICAGO, ILL.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ENGLISH TRADE NOTES.

Some of the Latest Fads in the Old Country—Two Speed Gears Meeting with Much Success.

LONDON, March 18.—I have lately paid a flying visit to Birmingham, and by the courtesy of "Johnnie" Adams and F. J. Osmond was enabled to see over the extensive factory of the Whitworth company. The works are replete with everything which is needed for the production of the perfect modern safety, and the various shops with their countless appliances are a truly wonderful sight, and make the cyclist of even ten years' experience marvel at the extraordinary growth of the sport during the last few seasons. Everything is done at the Whitworth factory to insure absolute accuracy in all the parts, and such pieces as the cranks, etc., are finished in the most beautiful style entirely by machinery. In addition to this the bearings are cut and turned out of solid steel bars, which is a great feature and one that in a large measure accounts for the easy running of the Whitworth machines. It should be noted that the company only manufacture first-grade cycles, and that the statement that it is contemplating placing cheaper machines upon the market is entirely contrary to facts. The rumor has arisen through the company having taken an agency for a cheap machine at its country depots. This has only been done to oblige customers who want a less expensive mount than the Whitworth, but the company wish it to be distinctly understood that these machines are not of its own manufacture.

There seems to be a

Slight Reaction in Favor of Two-Speed Gears,

and many machines are being fitted with these devices. The Cycle Gear Co.'s arrangement is, I think, about the best, and for those who believe in changing gears proves very satisfactory. For bad roads and head winds it is capital. This gear met with a great deal of approval at the recent Paris show.

Everyone all over the world knows the Ormonde cycles, and, therefore, it will interest many who have had experience of these excellent wheels to note that the Ormonde Co. has been reconstructed and is now known as

The New Ormonde Cycle Co.

The proprietors are the St. Andrew's Cycle Co., makers of the well-known "A. J. B." safeties. A. J. Buckingham is a brother of F. S. Buckingham, of the Elswick Co. and if ever a man knew anything of cycle making he does. The New Ormonde price list is now ready. E. J. Ede, brother of R. L., of that ilk, is London manager. The New Ormondes are of the usual Humber pattern and excellent machines.

The Dunlop company has decided to purchase

Scott's Non-Slipping Device,

which consists of longitudinal corrugations on each side of the tread of the tire. If these really prevent side-slip—and the Dunlop people are not given to buying a pig in a poke—I think they will be better than the Edward's cover, as that arrangement undoubtedly causes a good deal of vibration. Side-slip is still the bugbear of the modern safety.

Tandem Safeties are Going to Become Popular

over here this season, and to judge from inquiries I have made there seems likely to be a big demand. The New Howe company has a very good machine of this class, and the same may be said of one or two other leading firms. There is, however, a lack of a really good one designed for a lady and gentleman, for the backbones of many machines raise the lady's dress too high. As rational dress is hardly likely to be more than a passing fad, and is not likely to be adopted by the better class of wheelwomen in this country, there is still an opening for a really good frame.

The Clincher-Macintosh Trial

has been adjourned for further evidence of experts. The fate of some of the largest tire companies hangs in the balance, and some lively times will be in store should the North British Rubber Co. gain the verdict. I prophesy a great foll in tire shares in this event. So far the proceedings, including the judge's remarks, seem to point to but one conclusion, but one never can tell what may happen at the last moment.

The question as to what constitutes

A Bona-Fide Cycle Agent

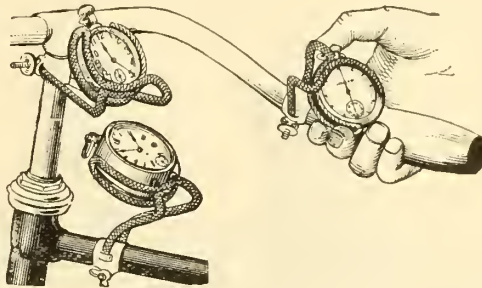
is now agitating the trade, and several houses are seriously considering the matter. Lately a number of small agents have sprung into existence in

all the large towns, men who, having no rent of importance to pay are able to sell a machine at a bare profit. Of course the purchaser does not object, but is it right to the larger agents that makers should supply these outsiders on the same terms as properly qualified agents? I question whether the trade, by which I mean the manufacturers themselves, will benefit in the end by this method of business, which after all is only another development of the system of cutting prices which has already proved so disastrous to many houses.

WILL O' THE WISP.

Will Hold Your Watch.

Last summer, George K. Burleigh, a watchmaker of Tilton, N. H., went on a century run. He did not wear a coat and so carried his watch in his



pants pocket. The watch rubbed on his leg and left a huge sore. This set Mr. Burleigh to thinking, and he invented the Burleigh watch carrier, which has sold like hot cakes. The carrier is made of the best steel wire, covered with woven linen thread. It holds a watch as securely as if in the pocket. When a racing man wishes to

time himself in practice, all he has to do is to fasten one of these handy little articles near the grip, and he can catch his time to the fifth of a second. There is no danger of the watch falling out, and Mr. Burleigh guarantees that it will not injure the finest watch made.

Fowler Leaves the Hill Company.

The Chicago trade was very much surprised last week to learn that Frank T. Fowler, secretary and general manager of the Hill Cycle Mfg. Co., had resigned his position. Mr. Fowler will take a much-needed rest and will then go into the bicycle business again. He has two or three good offers already under consideration. Mr. Fowler has made the Fowler one of the leading wheels on the market, by the policy he has pursued in advertising the wheel. He has made the Fowler truss frame known in all parts of the country, and one can not find a wheelman who has not heard of the wheel. He had many unique ways of advertising. Probably the best one was the *Fowler Truth*, a little publication built on the same lines as a real newspaper, that appeared every week in THE BEARINGS in the space assigned to the Hill company. The firm that gets the ex-manager of the Hill company will not regret it, for they will have secured one of the most enterprising men in the trade.

Selling Lots of Racers.

MILWAUKEE, WIS., April 3.—Milwaukee trade is beginning to boom, and all local dealers are reporting a good trade. The Andrae company is selling an unusual lot of nineteen-pound track racers this year, and from appearances their wheel has caught the local racing men.

Clement, Williams & Co., one of the largest furniture houses in the state, has begun handling bicycles, and has secured the state agency for the Imperial wheel. The company is handling five styles of wheels.

The Victor will be handled by the John Meunier Gun Co. this year. The company has also the agency for the Rambler, Derby, and the Phoenix wheels.

Eastern Rubber Co. Call in their Salesmen.

EDITOR THE BEARINGS—We have called in all of our salesmen, as the demand on us for our Climax, Rex and Cyclone tires are tremendous, and although running our large factories continually from Monday morning until 12 o'clock Saturday night, with a larger and increasing force we can just keep up with the demand.

We trust that you will publish this letter, and make known to your many readers why our salesmen do not call on them, with the same regularity as formerly. We do not anticipate any delay in shipping quickly, however, any orders that may be sent us.

Yours truly
EASTERN RUBBER MFG. CO.

An Old Friend with a New Pace,

so the New York Belting & Packing Co., Ltd., describe their Whippet improved tire this season. The Whippet is one of the most popular of cemented tires, and the further improvements made in it this year will tend to increase its popularity. The cover is one of the most pliable made, and the compound used in its manufacture is of such a nature that it is not easily punctured. The inner tube is perfectly seamless, and instead of being made endless, as it was last year, it is lapped butt-end style, so that it can be taken out in much less time than before. The Whippet is made for both road and racing purposes, the latter, if desired, weighing not over a pound a piece. The New York Key tire, the latest and most novel invention of the New York Belting & Packing Co. in the tire line, is making a stir in the market. The trade has shown a lively interest in it, and from present indications the company will be hard pushed to fill orders.

Lennie Joins the Pope Forces.

R. C. Lennie has left the Hill Cycle Mfg. Co. and has gone with the Pope Mfg. Co. He left Chicago last Wednesday night for the east. He will take M. A. High's place and travel in Ohio.

SPRINGFIELD AND HER DEALERS.

SPRINGFIELD, MASS., April 3.—Springfield has gone bicycle mad. There are at present nine bicycle agencies, and one or two more are expected to open in a few days. This city only boasts of about 45,000 inhabitants, yet it has as many bicycle stores as most of the largest cities. Whether this city can support so many, remains to be seen. The season has opened much earlier here than it ever has before, and all seem to be quite busy; some report good business and claim from sixty to seventy orders for this year up to date.

Haradon & Son, the oldest dealers in town, are located at their old stand on State street. They have added a large repair department in the building at the rear of their store. They are pushing the Sterling, Fowler, Lovell, Puritan, Crescent, and Featherstone.

F. S. Carr has refitted his store on Bridge street and added new machinery in his repair shop in the rear of his store. He is hustling for the Liberty, McCune, Remington, and Rochester.

The A. O. Very Cycle Co., of Boston, have opened a branch store on Worthington street, in King's block. W. H. Lafferty, assisted by A. Stanley, are in charge. They have a large and roomy store and will shortly add a repair shop. They are handling the Warwick, Eclipse, and Raleigh.

Oscar Whipple, who is in the jewelry business on Main street, is hustling for the Premier.

Taylor Bros. will shortly open a store and push the Stearns.

An Auction in St. Paul.

ST. PAUL, MINN., April 3.—St. Paul was treated to its first auction sale of bicycles during last week. A certain leading bicycle firm of Minneapolis



TRAVELING SALESMEN AT CONNOLLY'S SHOW, ROCHESTER, N. Y.

GEORGE TERRY.

W. H. KEELER.
F. J. WAGNER.
F. FLUKE.

M. G. PEOLI.
J. W. MURPHY.
GEO. HARRIS.

C. A. BENJAMIN.

WM. CONNOLLY.
GEORGE COARLEY.
C. M. MURPHY.

F. M. Coe is at his old store in bicycle club block on Worthington street. He has a fully equipped repair shop in a building in the rear of his store. He is handling the Columbia and Spalding; also a full line of sundries and costumes.

Overman Wheel Co. are in their old store on Worthington street, better known as Bicycle Row. W. E. Hadley, assisted by Mr. Campbell, are in charge. They have a repair department in the basement and a full line of Victor sundries. They are pushing the Victor alone.

B. F. Blaney is located at the old stand of the American Bicycle Co. on Main street, next to the Arch. In connection with running the Rambler agency, he is selling the Majestic, the Buffalo Tricycle Co.'s wheels, the Hartford, and the League Chainless.

Geo. M. Hendee has returned from England and is doing business in the Walker block on Main street. He is manufacturing the Silver King, which he is selling for \$85 and \$90; weight, twenty-six pounds. He is also handling the Sylph and Overland, and has a neat repair shop in the rear of his store.

olis gathered together a large number of their wheels, for which they are no longer agents, and a number of second-hand and more or less undesirable machines, and arranged for an auction sale. Not desiring to affect their own local market, they dumped the affair down in their "sister city," and the result was to raise the ire of the Saintry City dealers, who made not a few uncomplimentary remarks about the Minneapolis firm in question. The sale was attended by between two and three hundred persons, and the wheels brought all that could have been expected. A number of low-grade wheels brought fair prices. Most of the buyers were "green," a good many of them being of the class that have been waiting for high-grade wheels to come down to about \$50 or \$75. Considering that the terms were cash, and that no guarantee goes with the wheels for future repairs, etc., it can hardly be considered that the purchasers, except in a few cases, secured bargains. Probably all of the local dealers could duplicate the prices, and give time for payment as well. The local dealers do not hesitate to express their opinion of the Flour City firm, and, to say the least, the affair does not reflect any credit on the concern.

'T WAS A BANNER MONTH.

Louisville Dealer Claim to Have Done an Immense Business in March—Very Few Wheels Traded In.

LOUISVILLE, KY., April 1.—March, 1894, will long be remembered by Louisville bicycle agents, as there were more wheels sold during that month than during any other two months, and this with the worst weather during that month that the records of the weather recorder show for nearly forty years. For nearly two weeks we had the same cold, raw, freezing weather that the whole country experienced. Again, another far more surprising matter was discovered, and that was that the proportion of people paying cash for their wheels was larger in the proportion of 2 to 1 over any other time. Men who were supposed not to have any money have come in; selected their mounts and taken advantage of the two per cent discount, and written out their checks for the amount. The universal cry of the agents has been, "We are unable to get enough wheels to fill our orders, and in this way we lose a great many orders, as we can not guarantee when we can get in a stock." Even sample wheels have been sold to hold the customer.

The above information was repeated to your correspondent by so many different parties that he called upon the principal dealers here to ask about the matter and which they verified by the statements of each presented. There is so little difference between the patterns of this year and last that they are not asked to exchange as in the past. All of the repair shops are busy overhauling old machines and putting them in order; putting pneumatics on the few old cushions still remaining in use.

Thomas E. Jefferis, of Jefferis Bros., in answer to questions about business done in March said, "I don't want you to take my word for it, but here is our order book; you can count up the number of sales yourself. Fifty-three Victors, '94 pattern, were sold and delivered and three specials have not yet arrived. We are only handling Victors, Spalding and Queen City lines and can not keep any of the former in stock. A surprising part of this large business is the large number of cash purchases and the few number of those wishing to exchange old for new machines. March '94 has been our banner month, and the interest is not abating in the least."

Prince Wells says that his business has been so brisk that he had to add to his force of employees in order to wait upon the throngs of people who have called at his place. He handles only Ramblers, Cleveland, and Western Wheel Works' machines. In answer to the question about his business in March he said, "We have not yet succeeded in catching up with our books and can not answer you perfectly. From January 1 to March 31 I have sold 103 Ramblers. Would have sold more, but was unable to get my stock and have just succeeded in getting in enough to fill the orders booked. The surprising part of this large business has been that the proportion of parties paying cash has been just twice as large as at any time in the past. For '94 it is just three times as large as in '93. I don't complain about the amount of business by any means."

George Martin, of Martin & Dressing, the latest comers in the field, says, "While we are all huddled up in this corner of the office, waiting for the vacancy of the place that we have rented, we have been very agreeably surprised at the amount of business we did in March. We handle the Lu-Mi-Num, Ariel, Waverley, Munger and Phoenix, making the former our leader." He claims to have put out twenty steel wheels and seven aluminum and could have put out many more, if they could have gotten them. He reports a large proportion of cash customers, in fact, very large, as they expected to have to do an installment business.

R. C. Whayne says that he has been very much surprised at his business, which has far exceeded his expectations. His Southern wheel has met with great success and he keeps a large force of employees in his factory filling orders and shipping. His advertising has brought many large orders, and he can join in with the rest and say, "March was a great month for my business."

Phil Allison, of G. M. Allison & Co., was too busy to spend any time talking about the past as he had his store full of people. He said, "We have not yet succeeded in catching up with our clerical work, but know that we did an immense business last month. Look about you on the street and see the large number of new Columbias, Hartfords, Hickory, Central and Majestic wheels, and then ask me if we did a large business."

Chas. C. Nolting & Co. handle Sterlings and Unions, but have been unable to get in their stock and therefore can not make a good report of sales. They say that many people are calling to look at their samples and that their prospects were never brighter for a large business this spring.

W. B. Belknap & Co., the largest wholesale hardware firm in the south, has added a line of Sunols to their stock this year and are advertising very extensively.

Louisville will have two new Sunday papers within a few weeks and both of them, recognizing the large number of wheelmen here, will have a cycling column, under the charge of well-known cycling writers.

TRADE HAPPENINGS IN GOTHAM.

NEW YORK, April 1.—The remodeling of the Overman Wheel Co.'s store is progressing rapidly, and will totally eclipse anything in the line of decorative art in this vicinity. The entire place is to be in a harmony of bronze-green, cream and gold. The hardwood floor is down and will be oiled and shellacked in a few days. A three-foot bay window will be built in the front of the store, which will make a most attractive spot for displaying Victors. On a raised platform a complete line of '94 models will be shown, the platform, as well as the floor of the window, being carpeted in heavy velvet of a light brown cast.

The ceiling is decorated in pale green, cream color, and gilt, as are the side walls above the top of the dado, which extends upward from the floor about half way to the top. The lower part of the sides are beautified with a heavy embossed paper of rich green and gold. The office furniture is of heavy polished oak, and the place will be a veritable palace when the decorators have finished.

A temporary salesroom has been fitted downstairs, where it is rather difficult to show the good points of the machine, but as the head-salesman, Mr. Walker, puts it, "Victors are so well known by reputation that it is not necessary to exhibit them at all."

Hulbert Bros. & Co., 26 West Twenty-third street, are doing nicely with their Majestics. The wheel is a trim looker any way, and when handled by such popular men as have it now, it is bound to be a "go." Their light roadster, No. 4, is built with twenty-eight-inch wheels and wooden rims and weighs, all on, thirty-one pounds; it can be stripped to twenty-six pounds and sells at \$95. Without the wooden rims its list price is \$90, at which figure the sales amount to a good round number daily.

The ladies' Majestic light roadster, No. 5, with twenty-eight-inch wheels, weighs thirty-five pounds, stripping to thirty-two pounds, and sells at \$95 or \$100 with wooden rims. The No. 3 light roadster weighs thirty-five pounds, strips to thirty-two pounds, and is sold at \$85.

All Majestics are fitted with convertible pedals, which can be changed from rubber to rat-trap, or vice versa in a few seconds' time; Garford saddles and folding foot-rests are also features.

The clever idea which is demonstrated in W. K. Genet's Ideal valve is truly commendable. Mr. Genet is located at 15 West Ninety-ninth street, where his business is rapidly outgrowing the size of the store. The claims made for the Ideal are that it positively does not leak, and can be affixed to any pneumatic tire without trouble. It is simplicity personified and will rapidly grow in popularity when more extensively introduced.

F. J. Jiggins is manager of the Fairbank's Wooden Rim Co., whose office is located at 21 Park Row. Mr. Jiggins claims to be entirely satisfied with the outlook, and is content to let others try and imitate the celebrated rims which his company make, knowing, as he says, that "imitation is the sincerest flattery," and while infringements are at times not profitable for the infringer, yet the same is gratifying to the Fairbank's people. They are ready now to promptly supply any quantity for Dunlop, or Morgan & Wright style tires.

The "bent wood" wheel rims which the Cycle Improvement Co., 853 Broadway, are turning out, are claimed by their manufacturers to be "the neatest and best rim on the market." The idea is certainly an original one and should become popular at once; the rim is joined together by a covered steel plate, hidden in the wood, making it strong, and yet simple in construction.

Arthur Collins & Co., Seventh avenue and Twenty-eighth street, report business entirely gratifying. Their repairing and nickeling branch is being so rushed that it has become necessary to add a horse and wagon to the business, in order that deliveries can be made faster, and more work turned out. Mr. Collins was formerly with the Taylor Cycle Co. in Chicago.

It has been arranged with Ira Perigo & Co., 23 Park Row, whereby they will assume control of this section of territory for the League chainless bicycle. A. H. Parker, vice-president of the League Cycle Co., was in the city last week negotiating for the location of the agency. He also closed a contract with Elliott Burris, by which it was agreed that all machines made by the League Cycle Co. will be fitted with Simplicity 47 tires.

Von Lengerke & Detmold have at last received Lu-Mi-Nums to fill all their orders and to have a few left over for exhibition. This wheel, for which Von Lengerke & Detmold are general agents for the state, is creating no end of favorable comment, and it will, before the season ends, be as well and favorably known as some of the older high-grade makes which have been on the market for years. Warwicks are going nicely, the adjustable handle-bar having scored a decided hit.

Alfred Coningsby, president of the Pneumatic Tire and Cycle Co., of Brooklyn, can be seen any day at the office of the corporation, 228 Flatbush avenue. He reports business very good indeed. Inquiries about his wonderful mechanical tire seem to come from all sections of the earth, and encourage him greatly. The tire must be ingenious, being held to any rim made by two steel wires which are about as heavy as light spokes; they make a complete circumference of the rim, running about one-half an inch

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

YOUR NAME IS VALUABLE

TO US

WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE

MORGAN & WRIGHT

CHICAGO

apart and only make their appearance at the key, where they can be seen in the shape of two loops, through which a brace is run, and by means of a thumb-screw the tire is tightened to the rim so that it becomes utterly impossible to loosen them, save by means of that same thumb-screw. Mr. Coningsly has had several offers from manufacturers, but realizing the fact that he has a good thing, all offers have been refused.

R. L. Coleman, general manager of the Western Wheel Works, returned to New York from a two weeks' trip to Chicago. He is most enthusiastic on the prospects of Crescents, and says everything is satisfactory at the factory. Mr. Coleman is continually "on the jump," and covers more territory in a short time than any other man in the cycle business. He left New York for a week's hunting trip in Virginia shortly after his return east.

The Syracuse Cycle Co.'s representative, George H. Harris, was in the city last week looking for a location for an agency. He has not yet decided on one but whoever gets the plum will have one of the best wheels on the market to handle.

L. B. Whympier returned from his short business trip sometime since. He is showing a twenty-seven pound Crawford, with Palmer tires and wooden rims, that is being sold to the trade at next to nothing.

The wheels are twenty-eight inch, and the general appearance of the machine is that of a thoroughbred. In regard to business in general Mr. Whympier is more than satisfied with the success his line has met with so far this season.

The American Ormonde Cycle Co.'s traveling force of men is being continually added to. This company, which is so well and favorably known throughout the country, is meeting with the success it is deserving of. Their latest acquisition to their salesmen list is W. B. Richards, who has been given Delaware and New Jersey to cover. Other recent additions are F. West, in New York state, G. H. Gorwood, in eastern Pennsylvania and Chas. F. Benedict, covering western Pennsylvania and Maryland.

The thirty-three cents a day installment plan, inaugurated by A. G. Spalding & Bros., is meeting with enormous patronage. The plan is a good one and places one of those high-class Spaldings or Credendas within the reach of all. Their new store at 17 Beekman street is admirably situated for the size of the business transacted. The office part of the business, devoted to the cashier, clerks, and managers of the various departments, reminds one more of a banking house than a sporting goods establishment.

H. Strugnell, the outfitter and clothier of wheelmen, claims to have solved the problem of suitable costumes for women riders. The skirts are so arranged that they can be easily made to fit similar to bloomers, or to closely resemble a full skirt. He daily receives orders from fashionable women who have complete confidence in his ability to create something modest, convenient, and above all—up to date.

Stormy weather necessitated a postponement of the formal opening of the new Liberty Hall in Brooklyn. The place is open and numerous sales are being made, but the formal opening, for which cards are out, will not take place until some day this week. Potted flowers are placed about the salesroom floor where the display of Liberties is dazzling in its splendor.

Stephen T. Moen, who was appointed to fill the vacancy caused by Alex. Schwalbach opening the new Liberty store in Brooklyn, is making things hum in the uptown branch of Wilson-Myers. The formal opening which he held yesterday was very largely patronized by both ladies and gentlemen, a number of sales being closed.

A Bicycle Sunshade.

At last the tourist will be made happy. No more riding in the hot rays



of the sun and risk getting sunstroke; no more danger of getting freckled. General Joe Poorman, of Cincinnati, is the lucky man to solve the vexed problem and he will go down the ages arm in arm with the man who invented sleep. Of course you are all anxious to know what the General has done to merit all this honor. Haven't you heard? Why he has invented an umbrella that can be carried on a bicycle, enabling the rider to defy old Sol and ride along in peace and comfort. As can be seen by the accompanying cut the invention is very simple. A little adjustment on the handle-bars enables one to fasten on an umbrella. It is suitable for rainy or sunny weather. No

doubt every century rider or tourist will not dare to go out for a ride after this, unless he has a Poorman Umbrella to protect him from the elements.

Whenever you see the trade mark "Hygrade" on sweaters or stockings you may rest assured that they are first-class in every respect. S. P. Curtis & Co., of 671 Washington street, Boston, who make them, have had plenty of experience in the business, and knows how to turn out good goods. Their new sweater is something original. The collar has a rubber band running through it, which keeps the neck from sagging. The sweater is neat and handsome.



'94 Catalogue.
'94 Catalogue.



READY APRIL 1st.

'94 Catalogue...



BICYCLE SUITS.
BLOOMERS.
SWEATERS.
HOSE.
CAPS.
BELTS.

Dealers! Send in Your Name.
DEALERS ONLY!



Rosenwald & Weil

Market and Jackson Streets,

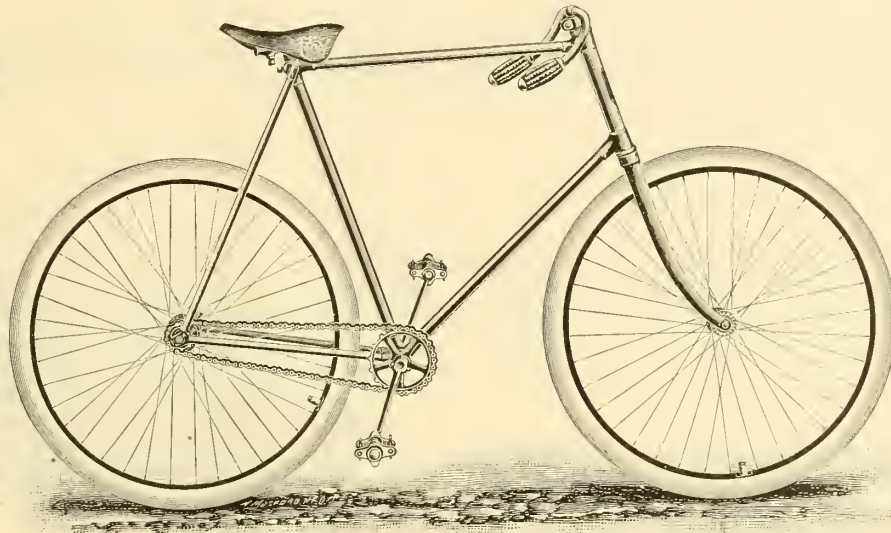
CHICAGO.

THE BEARINGS
Cycling Authority

THE SYRACUSE.....

Is a gay and prettily striped beauty. In—style—and—taste—right—up—to—date.

Make a place in
Your stable
For this
Fast Seller.



Syracuse Empire
Weighs 24 pounds.
List \$150.
Crimson wood rims.

EMPIRE.

Are you in the market for a light weight, strictly high grade one-hundred-dollar wheel? Choose our Model A, it's a beauty and will sell. Send for Catalogue A.

Mention The Bearings.

Syracuse Cycle Co., Syracuse, N. Y.

Phantom "A" 1894.



The very best wheel on the American market. High Grade in every particular. Our price is just 25 per cent. less than others are asking. If you don't believe it write us for net prices. Our '94 Phantom "A" is without doubt the proper machine. We have yet to see a wheel that approaches it in style, ease of action, or durability. Agents must apply quickly; we want none but hustlers.

THE HENRY SEARS CO., 110 and 112 Wabash Ave., Chicago.

Mention The Bearings.

Late Catalogues Reviewed.

Hart Cycle Co., Philadelphia.—This pamphlet has several half-tone views of the firm's store, as well as cuts of the Columbia, Hickory, Hartford, Crescent, and Waverley bicycles. For a retail firm this catalogue is really first-class.

A. O. Very Cycle Co.—Has a very handsome cover with lots of scroll work on it. The Warwick and Eclipse are their leaders, and these are fully illustrated and described.

Pittsburg Cycle Co.—Sunols, Tribunes, Unions, Falcons, and a full line of sundries are described.

Warwick Cycle Co.—The man who got up this catalogue must be poetic, for the front cover has on it a figure of a mailed knight and a quotation from Bryant. It is certainly a handsome pamphlet and no money has been spared to make it "one of the finest."

Simonds Rolling Machine Co.—A more complete lot of testimonials, such as is contained in this company's catalogue, could not be obtained. Complimentary letters from every bicycle manufacturer of note are to be found in it.

Palmer Agencies in Foreign Countries.

John F. Palmer received a letter last week from the English house informing him that they were turning out 4,200 pairs of tires a week and constantly increasing this number. They have also placed agencies in Bombay, Calcutta, Melbourne, Sydney, Christ Church, New Zealand, Buenos Ayres, and Valparaiso. Up to date the English company have not been able to catch up with orders. Mr. Palmer says that he expects to turn out 150,000 sets of tires this year.

"Lend Us Your Brains."

Under this catchy heading the Buffalo Wheel Co. offer three very nice prizes. They are believers in advertising, and think that all advertisements should be catchy. Their offer is as follows: To obtain some novel "ads" they offer a \$125 Niagara scorcher to the most meritorious "ads" submitted about the Century Niagara or about Niagara cycles in general; to the next best, a pair of Palmer tires, valued at \$25; to the third a pair of Morgan & Wright tires, valued at \$15. Three well known members of the trade will make the awards. Entries close July 1.

The Aluminum War.

The Carbo Alumina Metal Co., of St. Louis, have forwarded THE BEARINGS their side of the case in the war of words with the St. Louis Refrigerator & Wooden Gutter Co. The communication is a lengthy one, and in it the Carbo people claim that they are being wronged by the St. Louis Refrigerator & Wooden Gutter Co. Accompanying the letter is an affidavit sworn to by President Stark, who swears that the rival concern does not hold, nor did ever hold, the note of his company for \$4,000 or for any other sum. We no not print the whole letter, because we do not believe in letting fighting companies carry their warfare into the paper.

Astounded By the "Hy-lo" Gear.

Louis Rosenfeld, inventor of the celebrated Hy-lo changeable gear, relates the following incident: "Last Sunday while I was out walking I was stopped by two riders, strangers to me, with, 'Where's your gear?' I answered, 'You see that boy yonder leaning up against his bicycle? He has one of the wheels.' The gentlemen asked me to call the boy, which I did, and one of them tried it. He came back saying to his friend, 'If anybody had told me that it made such a difference on a hill, I wouldn't have believed it; you can't realize it until you try it. Jump on.' His friend tried it and the verdict was, 'Astonishing! the best that I ever saw.'"

"Eli Perkins" Against Bicycles.

Firms in the cycle trade very often meet with peculiar people and peculiar letters. The following reply to an application for a reference on the character and reputation of a prospective installment customer of the Raleigh Cycle Co., is characteristic of the writer—the well-known humorist, "Eli Perkins."

MR. GEORGE S. MACDONALD: Mr. James came to me with a note from the Y. M. C. A., New York. He was honest with me and did his work well. Your letter caused me a great shock. I am a member of the Anti-Bicycle Club, and if Mr. James has so departed from rectitude as to even desire to ride the instrument of torture, I shall have to stop indorsing him. There must be something wrong about him. His head seemed level when he was with me, but perhaps he has committed some great secret crime and now resorts to self-abnegation or the bicycle torture to ease his mind. I will say confidentially to you that the only question I ask now of an applicant is, "Do you ride a bicycle?" If he confesses, that ends the matter with me.

I indorse Mr. James up to his bicycle mania, but conscientiously have to draw the line there. He will not pay for the instrument of torture after he has ridden. A worm will coil when stepped on.

Yours truly,

MELVILLE D. LANDON.

("Eli Perkins.")

Western Wheel Works' News.

Mr. R. L. Coleman, vice-president and general manager of the Western Wheel Works, left Chicago last week where he had spent two weeks at the factory. He says the demand for Crescents is so great that he found it necessary to start the factory on overtime, and last week the output averaged 300 finished wheels per day, which were shipped as fast as crated. The demand for their Scorcher has been so enormous that Mr. Coleman while at the factory placed an additional order with the Palmer Pneumatic Tire

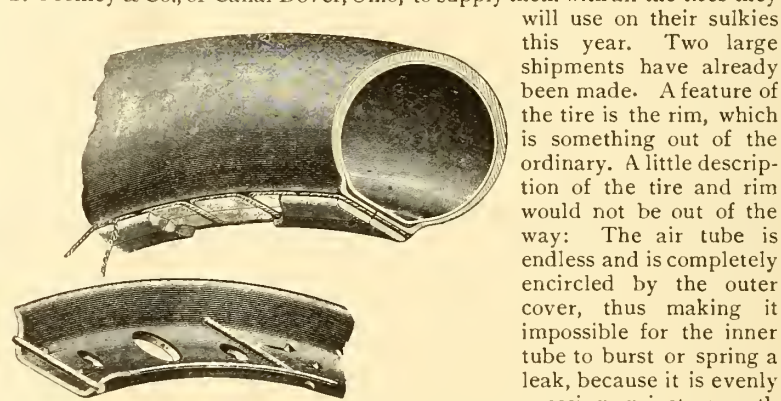
Co. for 5,000 pairs of Palmer tires. It now looks as if the Western Wheel Works were fulfilling the promise that Mr. Coleman made last fall, "We will give the people what they want, bicycles as good as any on earth, and at a price within their reach."

The policy of the Western Wheel Works in placing a line of high-grade, light-weight, medium-priced wheels on the market, and backing them up by a broad guarantee, was far-sighted and has proved to be a sound one, as a visit to their factory showed that they are working overtime, and are now employing 1,500 hands. Their output last week averaged 300 finished wheels per day, and a walk through the factory and storeroom showed that they were shipped as fast as finished.

George Brooker, who is representing the Western Wheel Works' eastern branch through the Gulf states, is having a most successful trip. He finds the demand is for medium-priced wheels of a high grade. He has nearly covered Texas and reports that bicycles are rapidly taking the place of the bronco.

The Buckeye Tire.

The Gendron Iron Wheel Co.'s tire has already caused much favorable comment. In the horse world it has almost revolutionized things. President Fisher informs us that they have just made a contract with S. Toomey & Co., of Canal Dover, Ohio, to supply them with all the tires they



will use on their sulkies this year. Two large shipments have already been made. A feature of the tire is the rim, which is something out of the ordinary. A little description of the tire and rim would not be out of the way: The air tube is endless and is completely encircled by the outer cover, thus making it impossible for the inner tube to burst or spring a leak, because it is evenly pressing against a smooth

circular wall. There is also a bridge strip across the seam at the base of the outer cover. The outer cover is split at its base and laced all around, but in eight sections, so that when punctured only one section need be unlaced. The lacing holes through the base and the side grooves enditching the cord are vulcanized in the mold. The rim is light, yet very strong. The nipple holes are embossed instead of being countersunk. The valve stem hole is flanged out, which avoids cutting the stem and strengthens the rim. There is a double row of rasp-shaped teeth all around the bottom of the rim which prevents creeping of the tire. It also has two pins (one on each side of the valve stem) passing through the sides of the rim and through the lacing holes of the tire. Either one of these devices alone will prevent the creeping of the tire.

FOR SALE.

A large established jobbing and retail bicycle store and sporting house, situated in New York state, also a complete repair shop, with engine, lathe, etc. Has large territory on principal bicycle manufacturers. Will sell store separate from the shop. Address, Business, care of this office.

There will be a big auction sale in Chicago tomorrow. The West Side Auction Co. will sell 1,000 high-grade wheels to the highest bidders at their large salesrooms, 209-211 West Madison street. These wheels are all in good condition and are guaranteed to be of American make. The West Side Auction Co. are thoroughly reliable and give as references the Hide and Leather National Bank, as well as many of the bicycle manufacturers in the city.

The Outlines of Sylph Cycles are Graceful— Perfect

As will be seen by the accompanying cut. We manufacture four other patterns, all of which look equally as well.

WEIGHTS—22, 26½, 28 and 30 pounds. We furnish either wood or steel rims as desired, also give choice of three styles of pneumatic tires.

BEARINGS—Extra care is taken with the bearings, which are as near dust proof as it is possible to make them and admit of the finest adjustment.

"Sylph Cycles run easy." Are highest possible grade and pronounced handsomest of the season.

Catalogue Free.

Agents Wanted.

ROUSE, HAZARD & CO.,

Manufacturers; Oldest and Largest
Dealers in the U. S.



142 G St.,
PEORIA, ILL.



Retailers Remember

Remarkable
Raleigh
Results

R ALEIGH
IDERS
EGULARLY
ECREATE
OUND
OUGH ROADS.

R ALEIGH
IDERS
ACING
UN RINGS
OUND
IVALS.

R ALEIGH S
ARELY
EQUIRE
EPAIRS.

Raleigh Cycle Co.

289 Wabash Ave.

CHICAGO

2081-2083 Seventh Ave.

NEW YORK

ZIMMERMAN ON TRAINING, 50c.

Mention The Bearings.

THE RALEIGH LINE.

Five different styles will be made by the Raleigh Cycle Co. this year, as follows: The "AA" Special Racer weighs eighteen and one half pounds, and sells for \$160. Its specifications are: Wheels, equal twenty-eight inch; direct spokes to front wheel, and for the rear, Raleigh butt-ended semi-tangent spokes, embracing the good qualities of both systems, and specially designed to resist the great strain on the driving wheel; Fairbanks' patent lapped wood rims; one and five-eighth inch pneumatic tires, frame of finest



"AA" Special Racer.

quality steel tubing throughout; Raleigh dropped handle-bar, new design; cork handles with nickel tips; Brooks' saddle; Raleigh patent ball bearings throughout, with four rows of balls, forming double-ball bearings in crank bracket, insuring greater durability in such a light machine; Raleigh rat-trap barrel centered ball pedals, easily detachable, held by nuts and washers; six-and-one-quarter-inch Raleigh fluted cranks, both detachable; narrow tread; one-quarter inch best block racing chain; gear sixty-eight inch, or as ordered, being fitted with the Raleigh patent changeable gear. The Model A road racer weighs from twenty-two and one half to twenty-six pounds. It has twenty-eight-inch wheels, direct spokes to front, and Raleigh butt-ended semi-tangent spokes to the driving wheel; Fairbanks' patent wood rims; pneumatic tires as ordered; frame of finest quality weldless steel tubing throughout; Raleigh dropped handle-bar of new design; cork handles with nickel tips; detachable lamp bracket; Brooks' best road racing saddle; Raleigh patent ball bearings throughout; six-and-one-half-inch Raleigh fluted cranks, both detachable; Raleigh rat-trap pedals with barrel centers; narrow tread; gear sixty-four-inch. Price \$150.



Model A.

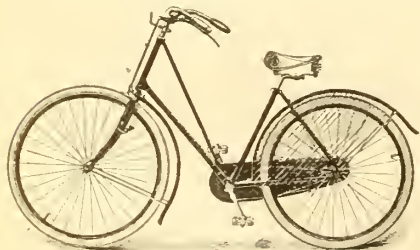


Model G.

Roadster weighs thirty-four pounds stripped, and is fitted with a brake. It sells for \$125. The Ladies' Wheel weighs thirty pounds, lists at \$140. It has a twenty-eight-inch front wheel, with direct spokes, and a twenty-six-inch driver, with Raleigh butt-ended semi-tangent spokes; block chain; adjustable handle-bar and seat; cork handles with nickel tips; barrel-centered, dust-proof pedals; specially made by us for ladies, having no projections upon which the dress can catch; new Raleigh patent detachable brake which may be removed without leaving any lugs or attachments upon the machine; Raleigh patent changeable gear; machine speeded to fifty-two-inch, or as ordered; Raleigh six-inch fluted detachable cranks, narrow tread. The dress guard is of entirely new and original construction. It consists of cords passed



C Roadster.



The Ladies' Wheel.

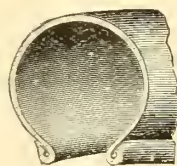
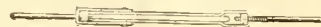
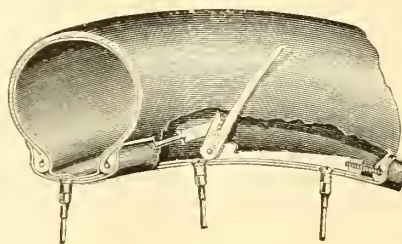
obliquely from mud-guard to gear-case on the one side, and to the back-stay of the other. The cords running in a contrary direction to the spokes, prevent all possibility of the dress catching and being wound round the hub, as frequently occurs when cords and spokes are parallel. The adjustable handle-bar, curving gracefully upward, as shown in the illustration below, has been specially designed to enable the rider to sit erect upon the machine, without rendering it necessary for the handle-bar stem to project far out of the socket at the expense of rigidity and strength.

Bell Sails for England.

Horace Bell will sail for England with his wife and family on the Lucania, tomorrow, for a flying trip. The intent of his journey is not known.

The Yost Tire.

The Yost metallic tire, made by the Yost Mfg. Co., of Toledo, O., is attracting considerable attention just at present. As it looks as if a goodly number will be used this year it will not be out of place to tell how to put on and take off the tire.

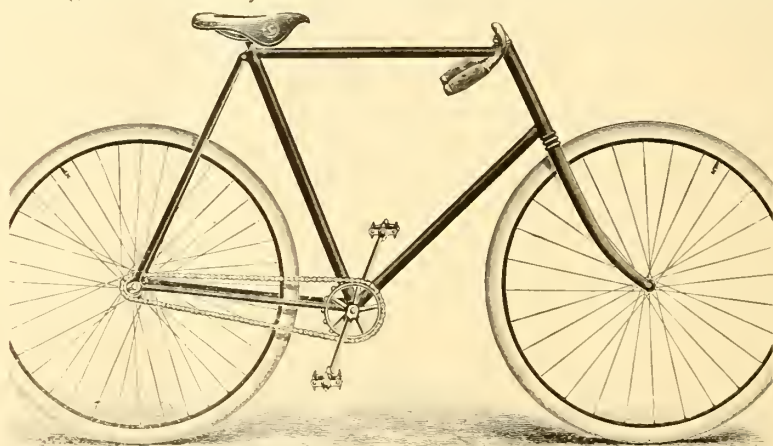


The recipe is as follows: Do not take out more than one wire. Unlock the fastener by passing the tool provided for this purpose underneath the lever and swinging it bottom side up. Then place the tool underneath the wire and raise it up over the edge of the rim and out. The outer cover can then be raised over the edge of the rim in like manner, and the inner tube withdrawn and repairs made. To replace the tire, push the inner tube back into place, after having first located the valve stem in proper place and the points of fastening at equal distances from the valve, which will balance the wheel. Then replace the cover in the rim and examine underneath the edge of the cover to see that the inner tube is

properly pushed back, so that the binding wire will clamp the cover to the rim and not pinch the tube. Then slip the wire back to place, locking the fastener at the point marked "fastened here," so that when the tire is inflated the fastener will be hidden in the indentation. After the wire is fastened it may be necessary to stretch the edge of the tire up over the locking device, so that when the inner tube is inflated, it will crowd the cover over and effectually cover the locking device. Then follow around the rim with the tool and see that the binding wire is in its proper place. Then swing the little lever back to its first position. Should the wire need tightening, this can be done by turning the fastener to the right or left, as may be required. Notice how the adjustment is arranged. One side is a loose-headed joint, and the opposite side is threaded. This permits the fastening device to be turned in either direction to take up the stretch or slack, or to lengthen the wire, as may be desired. When properly inflated, riders will find no creeping or rolling to this tire, and this detaching and replacing will be found a very simple operation, which can be done in a very few seconds.

The "Yellow Fellow."

John S. Johnson made the Stearns famous last year, and it looks as if he would boom it still more the coming season. E. C. Stearns & Co. are turning out a racer this year that is beautiful. Its lines are as handsome as



those of any wheel, and it is a staunch little mount. The machine has been changed but little this year. It is finished in orange, with black and carmine striping, and orange rims, and is made as light as sixteen pounds and as heavy as twenty, the weight of the wheel depending upon the weight of the rider.

W. C. Smith on Deck.

W. C. Smith, late of the Ariel Cycle Mfg. Co., of Goshen, Ind., called at THE BEARINGS office yesterday. He had a statement signed by President P. C. Purl, of the Ariel company, completely exonerating him from the implied charges which recently found their way into the daily prints. Smith is now engaged in building bicycles at Battle Creek, Mich., and is not in Canada as the newspaper reports stated.

The famous Victor resiliometer was on exhibition at the Chicago branch of the Overman Wheel Co. the latter part of last week. A. O. McGarrett was in charge.

OUR RECORD

FOR LAST YEAR.

....THIS YEAR WILL BE AS GOOD.



Affidavit after Having Sold Thousands of Tires.

STATE OF NEW JERSEY, } ss.
COUNTY OF MERCER, }

Be it known that on this eighteenth day of November, eighteen hundred and ninety-three, before the subscriber, a notary public in and for the State of New Jersey, personally appeared John A. Barnes, manager, and Frederick C. Overton, shipping and receiving clerk, of the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, who, being by me severally sworn, upon their respective oaths, say: That there has not been a single bicycle tire manufactured by the above named company returned to it by a purchaser or purchasers on account of bursting; and that there has been only two bicycle shoes manufactured by said company which have been complained of; that one of said shoes has been replaced, and the other will be if returned; that there has not been a single one of said company's air tubes returned or complained of on account of adulteration of material; that none of said company's air tubes have cracked from that cause.

And deponent's say: That there are no disputes existing between the said company and any of its customers, and that said company has no complaints of unjust or discourteous treatment from any of its customers.

And deponents further say: That many voluntary letters have been received by said company from different persons, highly complimenting said company's tires, and that said letters have not been solicited or paid for in any way whatever.

JOHN A. BARNES.
FRED'K. C. OVERTON.

Severally sworn to and subscribed before me this eighteenth day of November, eighteen hundred and ninety-three.

In testimony whereof I have hereunto set my hand and official seal, at Trenton, the day and year aforesaid.

{ SEAL. }

EDWIN ROBERT WALKER,
Notary Public of New Jersey.

The Above Affidavit Refers to our

CLIMAX, REX, and CYCLONE Pneumatic Tires.

No Other Manufacturer of Tires has such a Record. Send to us for low Prices.

EASTERN RUBBER MFG. CO., Trenton, N. J.

... DISTRIBUTING HOUSES ...

EASTERN RUBBER MFG. CO., 207 Lake St., CHICAGO.

DAY RUBBER CO., ST. LOUIS, MO.

S. F. HAYWARD & CO., PITTSBURGH, PA.

H. C. Le CATO, PHILADELPHIA, PA.

EASTERN RUBBER MFG. CO., 90 Chambers St., NEW YORK.

TRADE JOTTINGS.

Patton & Co., of North Adams, Mass., will open a large bicycle store at 93 Main street, April 1. They will boom the Cleveland.

E. C. Stearns & Co. will keep a close tab on racing this year. They have organized a bureau which will keep track of every race won on a Stearns.

T. Eaton & Co., Ltd., of Toronto, have been appointed agents for the Harris combination wrench, in Canada. They have already done quite a business.

The American Cycle Co., successors of the Chicago Bicycle Co., have closed down their factory at Eola, Ill., because of lack of funds to continue the business.

E. B. Parker has severed his connections with the Pennsylvania Bicycle Co., of Philadelphia, and taken a position with the Warwick Cycle Mfg. Co. to travel in Pennsylvania.

J. Bridger, the sole importer of the James, wishes all those wanting catalogues or requiring any information respecting the James to write him personally at 103 Adams street, Chicago.

George W. Houk, of the Eclipse Bicycle Co., has been traveling through the West and has met with great success. When in Milwaukee last Wednesday he sold 200 machines to a dealer there.

The Raleigh Cycle Co. is still branching out, their latest move being to establish a house at San Francisco, Cal., under the management of B. W. Spittler. The coast trade will be handled from the San Francisco house.

The park commissioners of Boston have decided to mount the park police on bicycles, and last week the Pope Mfg. Co. received an order for their equipment with Columbias. The wheels to be used are 1894 models.

The Eastern Rubber Mfg. Co., of Trenton, N. J., have been making large shipments of their Cyclone, Rex, and Climax tires to Germany, Austria, and England during the past month. Their plant is being worked up to its full capacity day and night.

Another Chicago policeman was rewarded last week for recovering a stolen wheel. Manager O. B. Jackson, of the Pope company, presented Officer L. A. Rose, of the Harrison street station, with a \$50 check for finding a stolen Columbia.

So great has been the increase in the orders that the Union Drop Forge Co., of Chicago, is compelled to again start night work. This was stopped three weeks ago under the supposition that the rush was over. The trade in February was particularly heavy.

The League Cycle Co., of Hartford, Conn., have just received large orders for the chainless roadster, and also for their ladies' chainless safety, for shipment to Central America. Negotiations are now in force for other foreign shipments to be made shortly.

A. W. Gump & Co., of Dayton, Ohio, have a unique Crescent bicycle advertisement in this issue. The demand for Crescent agencies is shown by the wheels of a Crescent bicycle made out of dollars, and agents running and falling over each other after them.

The Henry Sears Co., of Chicago, have a wood rim for which much is claimed. It is five-ply and is said not to crack or be injured by water. These rims are used on the Phantom, the Sears company's wheel, and is already in demand from manufacturers of other bicycles.

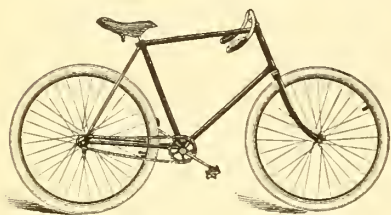
The Wheelmen's Registration Co. write that they have succeeded in capturing their second lost wheel, and have had the thief sentenced to six months in prison. The wheel was stolen from E. I. Leach, of Lynn, Mass., and was registered with them last fall. This is the second wheel recovered within fifteen days.

The Eclipse Bicycle Co. have closed a large deal with the Deere & Webber Co. of Minneapolis, a very large and strong company dealing in agricultural implements. This company will handle the Eclipse machines in Minnesota, North Dakota, and the northern half of South Dakota. They will handle only the Eclipse machines and a line of juvenile wheels.

Unions are about to be pushed energetically in New York city and vicinity, including Long Island, by that hustling firm at 300 Broadway, W. C. Hodgkins & Co., who have opened a bicycle department with W. H. Webster in charge. They will make the Union their leader. The way this popular wheel is selling we prophesy that the park and boulevard riders will see each other on the Q. T.

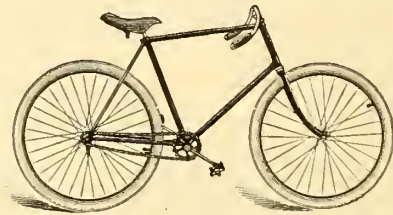
Whoever heard of eating bicycles? The Commonwealth Army on their way to Washington might want to ride bicycles before they get through, but even the "hobos" would not care to eat 'em. Yet A. W. Gump & Co., Dayton, Ohio, offer bicycles to eat. They have sent us a curious advertisement—a bicycle transparency, made of candy, representing two lovers riding on their wheels, with cupid behind the fence letting fly his arrow.

The Red Star Mfg. Co. wish to call the attention of the trade to their change of address. They are now located at 239 Water street, New York, and with the greatly enlarged space they now have, will be able to make all shipments direct from their store instead of from the factory as formerly. Mr. Wm. S. Thorn, Jr., will be in charge, and will be glad to see members of the trade at all times.



WHY NOT

Buy The Best?



If you are going to invest \$125 in a new wheel, why not get a wheel that is built for THE RIDER, and is actually worth the price you pay for it. You cannot afford to pay this amount of hard earned cash for a wheel that is listed at \$125, and sold at less than half that price to a jobber, then at a good big discount to a dealer, and then at a list price to you. Don't do it; you cannot afford it; you only get a wheel that is worth about \$75, and the balance of your money is wasted. You cannot afford to do it

Tribunes are built for the Riders.

You get Full Value for your money
when you buy a Tribune.

THINK IT OVER

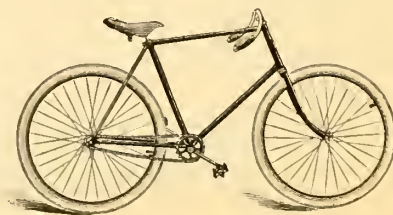
AND SEND FOR CATALOGUE



The Black Mfg. Co.,

MENTION THE BEARINGS.

ERIE, PA.

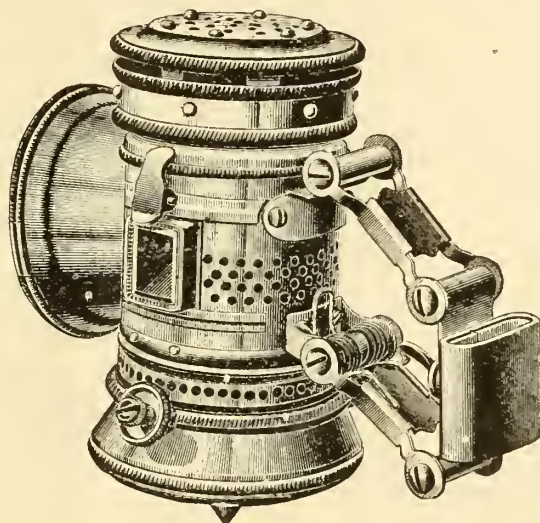


A Radical Change ...In Lamp Construction...

THE SEARCH LIGHT! THE SEARCH LIGHT!!

It is a patent fact among wheelmen that there has not yet been a suitable bicycle lamp placed on the market. The best of them will become extinguished by a jar, and will give you no end of trouble.

THE SEARCH LIGHT, which we have just brought out, overcomes these difficulties, and in addition gives sufficient light to guide the rider over rough



THE SEARCH LIGHT.

roads at night. Our lamp is built on the same principle as a central draft lamp and will not become heated.

It burns kerosene, and will stay lighted ten hours. The wick does not char or work down; is filled and lighted from the outside without difficulty. It is made entirely of brass, perfect in mechanical construction, and weighs 15 ounces.

Price--Japanned, \$6.00

Nickeled, \$7.00

BRIDGEPORT BRASS CO., Bridgeport, Conn.

NEW YORK BRANCH---19 MURRAY STREET.

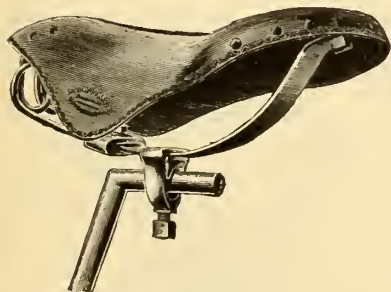
MENTION THE BEARINGS

WITHOUT A PEER! The "SOLID COMFORT" SADDLES

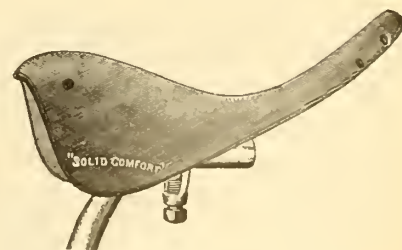
TEN DISTINCT DESIGNS.

BEAUTIFULLY FINISHED.

Furnished in either Russet or Black Leather.



Model G, 25 ounces.



Men's Racer, 13½ ounces.

Order your Machine with one. Manufacturers supply them.

CURTIS-CHILD MFG. CO

Send for Catalogue...

PHILADELPHIA, PA.

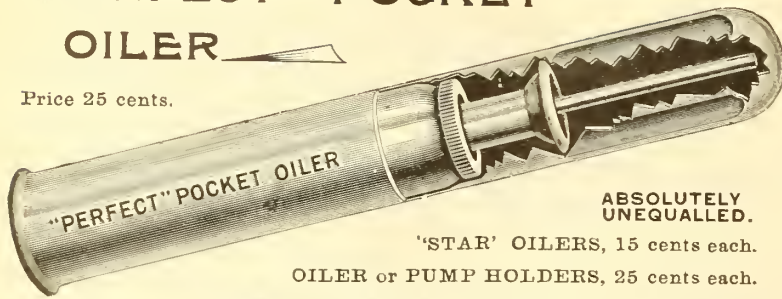
NORTHWESTERN AGENTS: THORSEN-CASSADY CO., CHICAGO, ILL.

SOUTHWESTERN AGENTS: SHAPLEIGH HARDWARE CO., ST. LOUIS, MO.

MENTION THE BEARINGS.

"PERFECT" POCKET OILER

Price 25 cents.



"STAR" OILERS, 15 cents each.

OILER or PUMP HOLDERS, 25 cents each.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

OWING TO THE GREAT DEMAND

For the beautiful picture, entitled

"A FAIR SAMPLE,"

We will have to withdraw our offer for a week, until we catch up with shipping orders for the

Temple Special.



We would like to know from whence the good comes, so mention this paper when writing us.

Ralph Temple Cycle Works

158 22d Street, CHICAGO.

Riders! If we have no agent in your town write us direct. Sample wheels shipped for inspection.

Rouse, Hazard & Co., of Peoria, Ill., report that their shipments, week by week, are larger than for the corresponding period last season. Car-load orders are not as frequent as last year, although they are catching a few such. Small orders for from two to half a dozen machines, with frequently an order for a larger number, and signed contracts for the season, is making business lively with them.

G. & J. rims will be made for the trade in this country by C. T. Smith & Sons, of Milwaukee, who have perfected machinery for the manufacture of this rim. This company will present to the trade in a short time a light steel rim which will usurp the place, they think, of the wood rims now in use. This rim will be made by a special process, and will weigh many ounces lighter than any one had supposed a steel rim could be made.

A process of plating aluminum has been devised by Professor Neesen, a German chemist, which shows very good results. The aluminum is first dipped in a solution of caustic potash or soda, or in muriatic acid, until bubbles of gas begin to appear, then into corrosive sublimate, then a second time into the caustic or acid, and finally into a solution of a salt of the desired metal. A film of the metal is rapidly formed, and adheres so firmly that, in the case of gold, silver, or copper, the plate may be rolled out or polished.

Many of the clubs in this country are adopting wire name-pins to wear on caps, and they certainly look better than some of the emblems we have seen. C. O. Reichert, of 16 Crown street, New Haven, Conn., reports that he is receiving many orders for them. He showed THE BEARINGS man a sample pin which was certainly very neat. The price of these pins has been reduced to 25 cents. Mr. Reichert also carries a full line of club pins, medals, bicycles, and cameras.

In a recent article on the trade in the south in various cities through which a traveling man who gave the information to THE BEARINGS had been, it was stated that the Selma Arms Co., of Selma, Ala., handled certain wheels. Mr. M. L. Worrell, of that place, writes THE BEARINGS that there is no such firm as the Selma Arms Co. and that it should be the Tis-sier Arms Co. In the trade changes as sent to THE BEARINGS later on, it was noted that the Selma Arms Co., Selma, Ala., would add bicycles.

The calendar issued by the Premier Cycle Co. is a large and beautifully executed half-tone plate of Miss Tissie Reynolds, whose exploit last Autumn in riding 104 miles in 8:38:00 on the road has attracted much attention. The Premier company have issued a limited number of this *edition de luxe* calendar, and will mail one free of charge to every bona fide cycle agent upon receipt of trade card and mention of this paper. This calendar is an ornament to any cycle depot. Address, Premier Cycle Co., 34, 36 and 38 Watts street, New York.

The Central Cycle Mfg. Co., of Indianapolis, are receiving duplicate orders from a majority of their agents, and the factory at Indianapolis is going full time. The company is now at work on a special wheel for the champion slugger, Jim Corbett, who is a close friend of J. H. Cody, the firm's traveling man. One of the handsomest ladies' wheels ever turned out will be sent to Miss Nellie T. Cody, of Hartford. It is specially built in all parts. Mr. Cody is now away on a trip in Ohio. While on his recent trip in the south he placed the following agencies: James W. Cleaves & Sons, Paducah, Ky.; C. J. Scherer, Memphis, Tenn.; John Snider, Birmingham, Ala.; Geo. H. Todd, Jr., Montgomery, Ala.; John Allen Jones, Opelika, Ala.; Christian Huhn, Macon, Ga.; Bass, Clifford & Co., Chattanooga, Tenn., and George Brown, Knoxville, Tenn.

OFFICE AND
DEPOT

MANNESMANN

SEND FOR
STOCK MEMO.

Cold Drawn Seamless Steel Tubing

Large Stock carried in Chicago.

The Only Weldless Steel Tubes with a Spiral Fibre.

MADE BY MANNESMANN TUBE COMPANY, LIMITED.

COLD ROLLED
STEEL STRIPS for
Rims, Chains, etc.,
"8" Cold Rolled
Steel.

Manufacturers and Merchants Warehouse Co.

GENERAL WESTERN AGENTS.

10 to 24 West Water Street, CHICAGO.

West End Washington and Randolph Street Bridges.

Mention The Bearings

Rankin Toe Clips

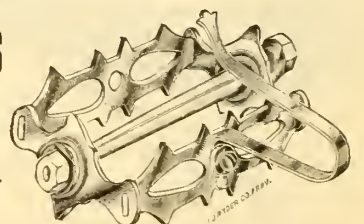
FOR RUBBER OR RAT-TRAP PEDALS

For Rubber Pedals, 50c. by mail.
For Rat-Trap Pedals, \$1 per pair, by mail.

DEALERS, WRITE FOR DISCOUNTS.

W. G. RANKIN. 124 MATHEWSON ST., PROVIDENCE R.I.

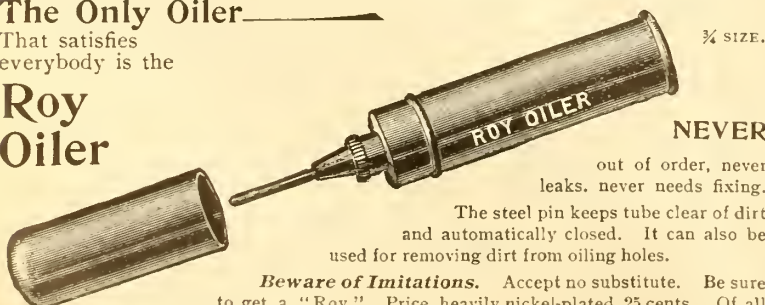
Mention The Bearings.



The Only Oiler

That satisfies everybody is the

Roy Oiler



NEVER

out of order, never leaks, never needs fixing.

The steel pin keeps tube clear of dirt and automatically closed. It can also be used for removing dirt from oiling holes.

Beware of Imitations. Accept no substitute. Be sure to get a "Roy." Price, heavily nickel-plated, 25 cents. Of all dealers, or mailed on receipt of price. Write for circular and trade prices. ROY OILER MFG. CO., 77 Warren Street, NEW YORK.

WE MAKE NO BAD BRAKES.

The Clip

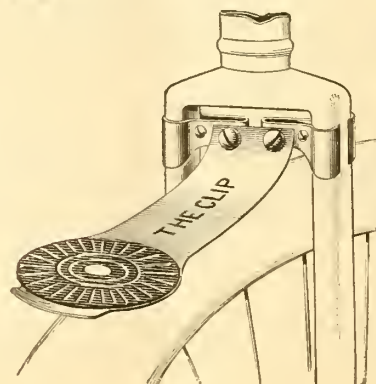
Is five and a half ounces of adjustable common sense. Cut explains it.

It's a new way of doing an old trick, that's all. Many people like the new way. Is the best good enough for you?

Price \$2.00.

THE CLIP COMPANY,

Mention The Bearings Warwick, N. Y.



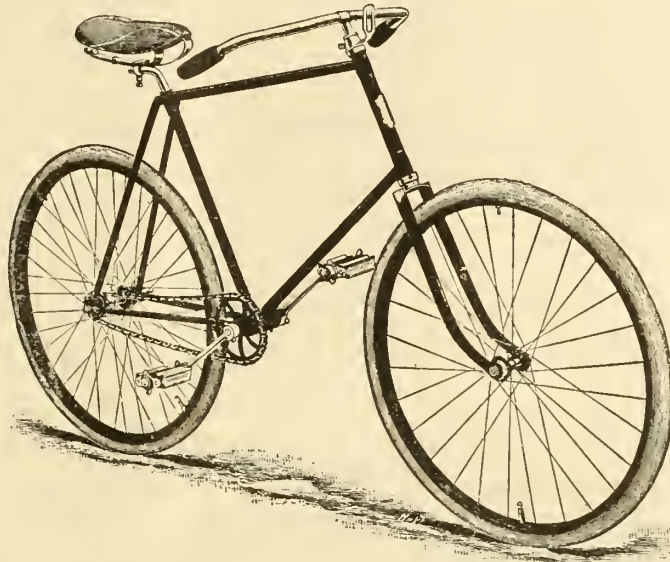
The Sunb Leads!



Our Success of 1893 in establishing this Peerless Wheel upon a solid basis, has not deterred us from adding all the latest IMPROVEMENTS.

Its popularity will be greater than ever this season.

An artistic catalogue Free.



They are also handled by the following Jobbers:

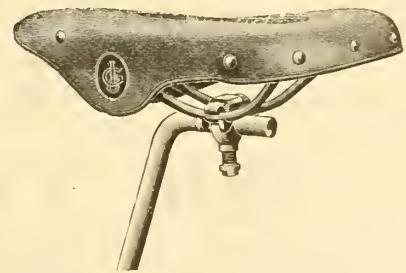
W. B. Belknap & Co., Louisville, Ky., Southern agents.
Bigelow & Dowse, Boston, Mass., New England States.
Farwell, Ozmun, Kirk & Co., St. Paul, Minn., Northwestern agents.
Pittsburgh Cycle Co., Pittsburgh, Pa., S. W. Pennsylvania agents.
Richards & Canover Hardware Co., Kansas City, Mo., Kansas, Oklahoma, Indian Territory and S. W. Missouri.



The McIntosh-Huntington Co.,
Cleveland, Ohio.

Mention The Bearings

SADDLES for comfort, that helps sell any bicycle
SADDLES which improve the appearance of any wheel
SADDLES which make satisfied riders and satisfied manufacturers



SEVEN STYLES. SAMPLES AND PRICES ON APPLICATION. WRITE US.



WEIGHTS
AND PRICES TO SUIT EVERYBODY

BICYCLE LAMPS

HONORED WITH

THE ONLY BICYCLE-LAMP MEDAL AWARD

AT THE WORLD'S FAIR

Samples and prices to dealers on application.



TOOL BAGS OF ALL SORTS.

We have a good selling line, but will submit estimates on special bags.

SAMPLE LINE G. & J. BAGS ON APPLICATION

PRICES AND QUALITY GUARANTEED.

GORMULLY & JEFFERY MFG. CO., 222-228 N. FRANKLIN ST., CHICAGO.

BRANCHES—CHICAGO, BOSTON, WASHINGTON, NEW YORK.

Mention The Bearings.



IS THIS RELAY A WRECK ?

Really
It is
Not.



• • • READ THIS ! • • •

RELAY MFG. CO., Reading, Pa.

Savannah, Ga., October 28, 1893.

Gents: Under separate cover we send you a photo of one of your Relay Bicycles. The young man that rode it is about sixteen years old. He was riding along the street when up behind him came a runaway horse. The horse, buggy, bicycle and boy were all tangled up. The boy is all right. Not even as much as a spoke was broken. We straightened it out, and at present it is out on the street, with the same rider pushing the pedals.

Yours truly,

(Signed) WENZEL & ROGERS.

WE WILL ADD if you want machines that will stand up, buy Relays. For '94 they have improvements you will find on no other wheel. AGENTS—Our terms are liberal. Write us.

Mention the Bearings.

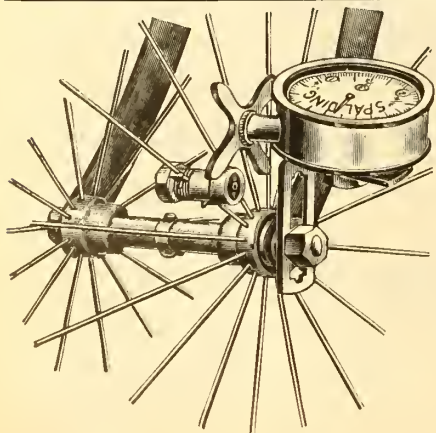
RELAY MFG. CO., LTD., READING, PA.

BICYCLE FITTINGS.

We manufacture a large variety of shapes and dimensions of **PRESSED STEEL BALL BEARING CASES**, finished in any manner desired. We use only the best quality of steel and take special care in hardening and polishing our shells. We also make **DUST CAPS, PEDAL PLATES, T FERRULES** for handle-bars and frame connections; **STEEL, IRON, AND BRASS FERRULES, WASHERS, ETC.** First-class **NICKEL-PLATING** furnished, all work being coppered before plating. We solicit correspondence, and shall be pleased to furnish samples of anything we make, or estimates on any specialties in our line.

Mention The Bearings

WORCESTER FERRULE & MANUFACTURING CO., 17 Hermon Street, Worcester, Mass.



The Spalding Cyclometer for 1894.

LIGHT, RELIABLE and NOISELESS.

Absolutely the Best and Fully Guaranteed.

Thoroughly Reliable, Positive Action.

Has no springs to get out of order. Is perfectly noiseless, and can be read from the saddle. Records each revolution of the wheel and registers one thousand miles and then repeats. Can readily be attached to any bicycle. Made for 28-inch and 30-inch wheels.

Price: \$5.00; with Bell, \$7.50.

A. G. SPALDING & BROS. New York, Chicago, Philadelphia.

Mention The Bearings.



THAT OLD CHESTNUT,
“We Told You So”

AT THE BEGINNING OF THE SEASON

We told you we would set the pace for '94, and we are doing it. We also told you to watch others try to follow. If you have watched you no doubt have noticed that

THEY ARE TRYING,

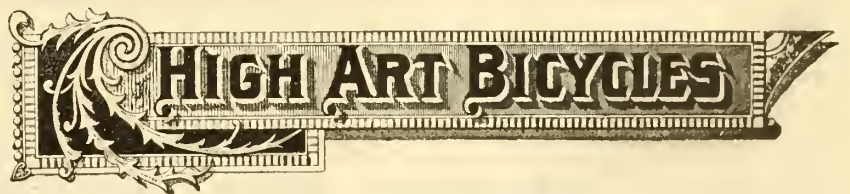
but they will have to increase their spurt if they want to keep within hailing distance.

A FEW AGENTS:

Chicago, Ill., Sterner Cycle Co.; Cincinnati, Ohio, Geo. H. Link, 631 Vine St.; Rochester, N. Y., Sibley, Lindsay & Curr; St. Louis, Mo., Knight Cycle Co.; Kansas City, Mo., Kansas City Bicycle Co.; Columbus, Ohio, A. L. Yardley; Nashville, Tenn., G. C. Combs; Terre Haute, Ind., E. D. Harvey; Evansville, C. P. Mingst; Ft. Wayne, Ind., J. C. Bell, and hundreds of others. Call and see samples.

Their Merits Sell Them.

Catalogue Free, from agents, or direct from us. Art catalogue and art calender for six cents to pay postage.



Were the first and only wheels conceded to be AHEAD OF THE TIMES—NOT ONLY UP TO DATE.

F. F. Ide Mfg. Co., Peoria, Ill.

Mention The Bearings.

OUR ENVOY

Absolutely the Finest Medium-Weight Bicycle upon the Market for the Price.



High Grade.

Fully
Guaranteed.



\$75.00

\$90.00

\$100.00



Three Sizes: 26, 28, and 30 inch.
 28-inch size weighs 34lbs. Others proportionate.

See our FLEETWING and ENVOY SCORCHER.

BUFFALO TRICYCLE CO., BUFFALO, N. Y.

Send for Catalogue.

Mention The Bearings

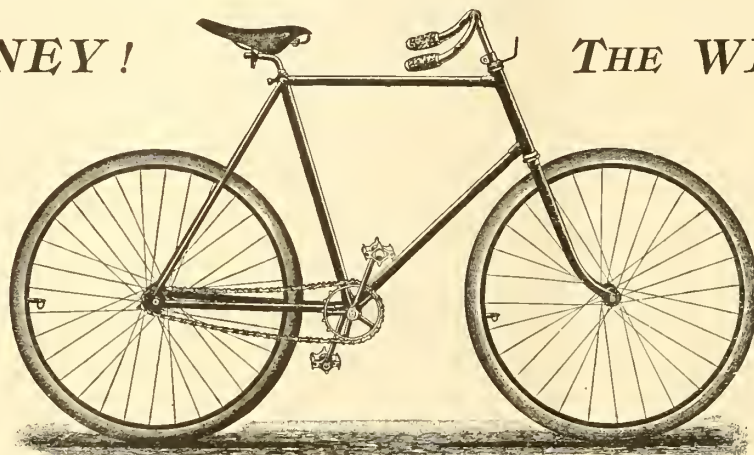
This is Personal and Means You!

MAKE MONEY!

THE WELLINGTON

Handle the

*Latest
Bicycle*



2 SIZES:

No. 1, \$125.00,
Weight 28 lbs.

No. 2, \$100.00,
Weight 31 lbs.

The above cut represents the popular Wellington wheel—not a back number called a high grade, gotten up to deceive the uninitiated, but a '94 wheel of latest design and elegant finish. We **WILL** have an agent in every town and city in the Union. Where no agent is established we will ship one sample wheel at wholesale price. They **MUST** be introduced, and we take this liberal and effective means of accomplishing it.

This is a chance of a life time--don't miss it!

STOKES MFG. CO., Makers, CHICAGO.

Western Branch, Union Cycle Mfg. Co.

Have you seen the '94 Union.

Send for Catalogue.

MENTION THE BEARINGS

THE HEYWOOD TIRE REPAIR TOOL.

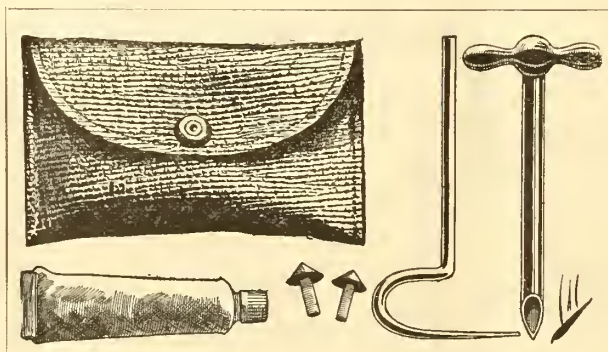
Instantly Repairs either Single or Inner Tube Tires of any make.

SIMPLE.

LIGHT.

EFFECTIVE.

QUICK.



PERFECT

REPAIRS

INSTANTLY

PERFORMED.

RETAIL PRICE, \$1.00

TERMS TO DEALERS ON APPLICATION.

CHICAGO, March 19, '94.

Messrs. A. & A. T. HEYWOOD, City.

Gentlemen:—I have carefully examined the working of your repair tool; have seen three punctures in a M. & W. tire repaired perfectly without removing the inner tube. While on a Palmer tire you simply make a punctured place as sound as a new tire. Every rider should have one.

N. H. VAN SICKLEN.

Manufactured by A. & A. T. HEYWOOD,

Address W. S. KAEHLER, Gen'l Sales Agt.

Room 904, 48 Van Buren St., CHICAGO.

MENTION THE BEARINGS

THE BEARINGS
Cycling Authority America

At Coasting

The Spalding

Takes First Place

This has been demonstrated in several tests that have been made of late, which proves it's the easiest running Bicycle in the World.

FULLY GUARANTEED BY US AND THAT MEANS SOMETHING

It has more new and novel improvements than any Bicycle made.

Lamb Mfg Co., MAKERS,
Chicopee Falls, Mass.

Special Agents **A. G. SPALDING & BROS.,** NEW YORK,
CHICAGO,
PHILADELPHIA

MENTION THE BEARINGS

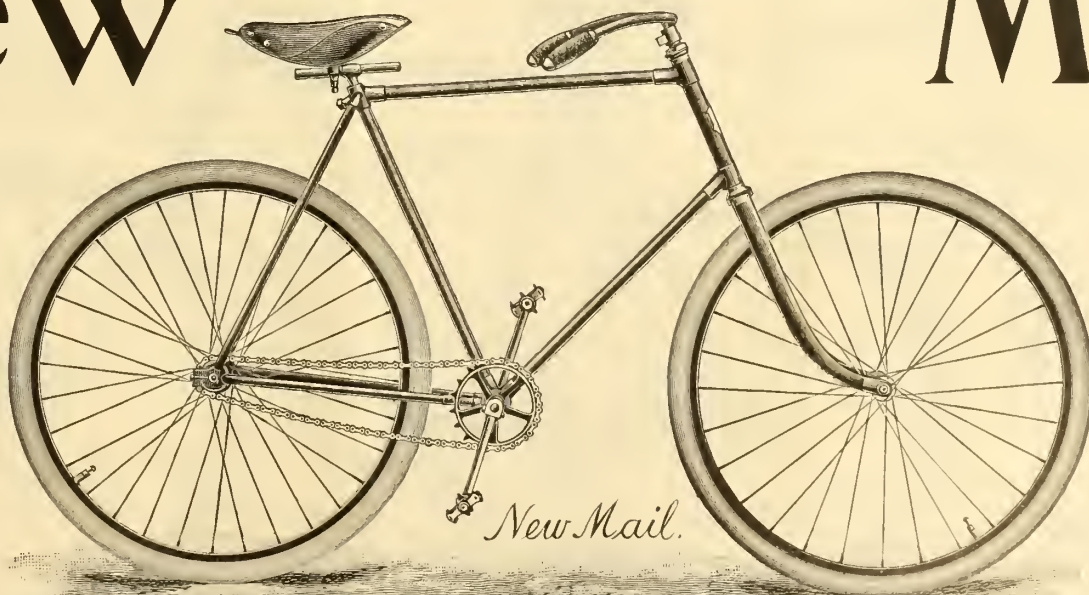
Handsome and Finest Strictly High Grade ever put in the Market.

New 1894 Model High Frame Mail

30 lbs.

and

26 lbs.



\$115.00

and

\$125.00

Larger demand in 1893 than ever before, which bespeaks its worth and popularity. AGENCIES NOW BEING ARRANGED
Also best line cheap wheels in the market from \$35.00 to \$75.00.

...Manufacturers... **WM. READ & SONS,**

CHICAGO BRANCH—606 Masonic Temple,
A. W. MOORE, Manager.

MENTION THE BEARINGS.

107 Washington Street, BOSTON, MASS.

Talking About



Tires

And a Good Tire will overcome a multitude of weak points in other parts of your machine.

We have been hiding our light under a bushel, as it were, till we were thoroughly satisfied that we had attained that degree of perfection which would warrant our making the claim for our tire that we now make, i. e. that the Indianapolis Clincher is the best wearing and most resilient tire in the world. Besides having that greatest of all good features known to tires, that of being mechanically attached, it can be detached entirely and replaced on the rim in a shorter space of time than any other tire in the world. Again it has Never Been Known to become detached by accident. A sample pair of tires will prove a more convincing argument as to their real merit than anything we can write.

Repairers, who are changing last year's wheels to Clinchers should correspond with us and get special prices for this work.

Indianapolis Rubber Co.,

Indianapolis, Ind.

Mention the Bearings.

"TRUTH, Crushed to Earth, will Rise Again."

What special points are considered in buying a wheel?

**STRENGTH,
DURABILITY,
WEIGHT,
SPEED,
PRICE.**

... THE ...

Keating

is the **STRONGEST** light wheel in the World.

Being strong durability is assured.

The KEATING

is the **LIGHTEST** strong wheel in the world.

Being light, speed is assured.

With these assurances, the price is right at . . .

\$125.00.



DON'T BUY UNTIL YOU HAVE SEEN THE KEATING.

KEATING WHEEL CO., - - Holyoke, Mass.

MENTION THE BEARINGS.

JOBBER

Be sure and get our prices and see our wheels. Nothing equal to them anywhere. Catalogues ready now.

W. H. WILHELM & CO. READING, PA.

PACKER CYCLE CO., READING, PA., State Agents for Pennsylvania and Delaware.

Mention The Bearings

HANDSOME. LIGHT. STRONG.

EMBLEM BICYCLES

28 AND 31 POUNDS.

\$100 TO \$55



EMBLEM.

Also General Agent for the YALE Bicycles. Black Diamond Enamel.

W. G. SCHACK, 875 Main St., Buffalo, N.Y.

SEND FOR CATALOGUE AND PRICES.

Mention The Bearing

THE BEARINGS
Cycling Authority America

ROYAL LIMITEDS



ARE ADMIRIED BY ALL.

Those who
have seen
them say
they are
beyond
Comparison.



Responsible and Reliable
Dealers

Will find it to their advantage
not to overlook the Royals in
placing their '94 orders. This
machine does not eat up your
profits in the repair shop.

Send your name for Cata-
logue

ROYAL CYCLE WORKS

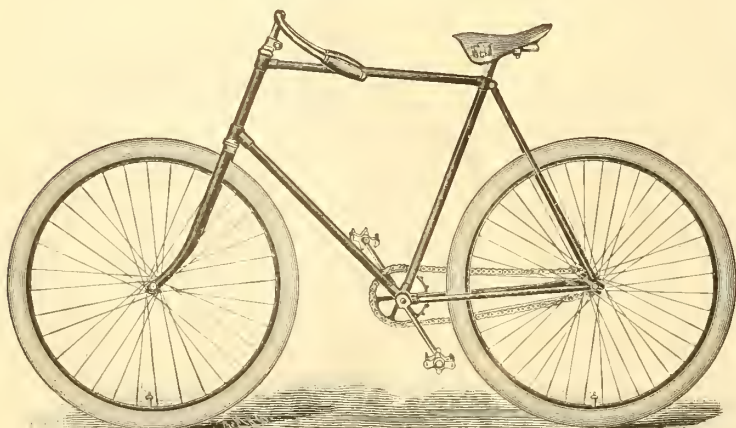
MARSHALL, MICH.

MENTION THE BEARINGS

Dealers, Attention!

A \$150 Bicycle for \$100

And a discount from this list that will enable an honest dealer
to make a fair living.



Under these conditions we are offering the most attractive
bicycle for the most attractive price ever shown to the
public or placed upon the market. Correspond with us
at once in reference to territory and price and don't
delay.

QUEEN CITY CYCLE CO.

550 Main Street, BUFFALO, N. Y.

MENTION THE BEARINGS

Kalamazoo Baby Carrier.



Price, with Board Seat Attachment, \$3.00.

KALAMAZOO CYCLE CO., Sole Owners and Mfrs.,

KALAMAZOO, MICH.

MENTION BULLETIN

THE BEARINGS
Cycling Authority America

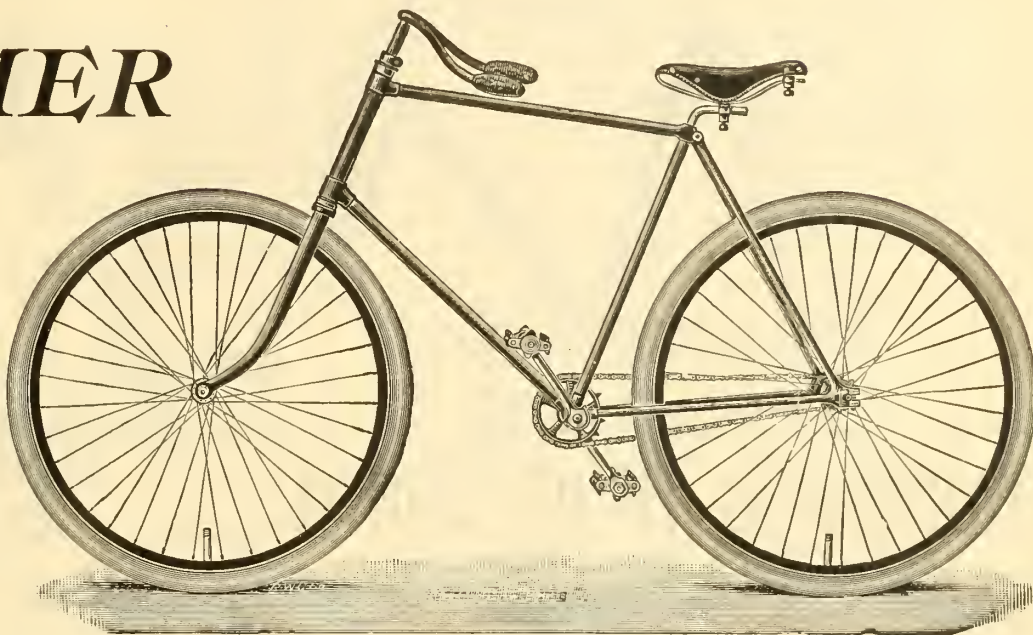
Rivaled by Few! Surpassed by None!

...STORMER

G. & J. Tires

\$75.⁰⁰

*Large Assortment to
Select from at Prices
that will Interest you.*



POSITIVELY HIGH GRADE. LIBERAL DISCOUNTS TO RESPONSIBLE AGENTS.
WRITE FOR CATALOGUE AND SECURE TERRITORY BEFORE TOO LATE.

ACME MANUFACTURING CO., *READING, PA.*

Mention The Bearings



SWEATERS.

BICYCLE TROUSERS.

STOCKINGS.

RACING SUITS.

GYMNASIUM SUITS.

BATHING SUITS.

Our garments are high grade, and made in a superior manner on hand machines, and are all that good tools, skilled operatives, and critical inspection can make them.

**Twelve Styles of SWEATERS in this
Spring's Supplement.**

SEND STAMP FOR CATALOGUE B.

THE HOLMES CO.

109 Kingston Street, BOSTON, MASS.

Mention the Bearings.

BEAUTY CHILD'S SEAT



Thousands in use without
an accident.

The only seat in which
the little one is ab-
solutely safe and sure-
ly within the rider's
care.

A never failing source of
health and pleasure.

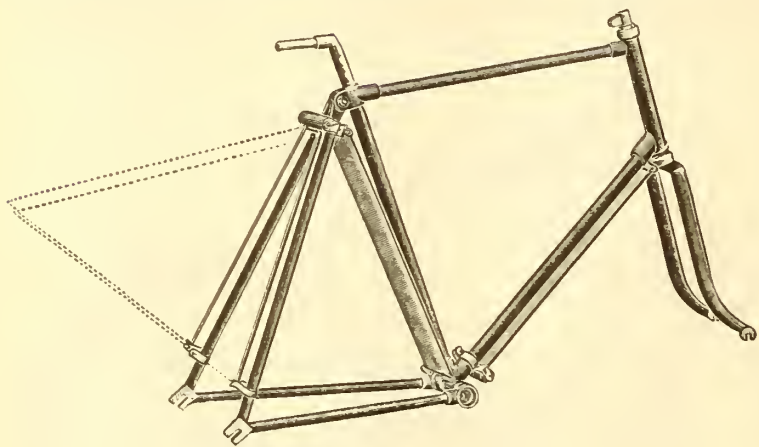
MANUFACTURED BY THE

RICH & SAGER CO., Rochester, N. Y.

Who also make the SAGER SADDLES
acknowledged to be the leaders for '94.

MENTION THE BEARINGS

The Most Startling Invention of '94.



SHONE'S Automatic Mud Guard.

This Guard can be attached to any Wheel.

... THE ONLY GUARD IN THE WORLD THAT ROLLS UP ...

MANUFACTURERS AND DEALERS

If you wish to add a feature to your machines that will force your sales, attach SHONE'S AUTOMATIC GUARDS. They are the handsomest and best Mud Guard on the market. Indorsed by the wheelmen generally.

PRICE, \$3.00 COMPLETE SET.

Agents Wanted in Every Vicinity.

Send for Descriptive Circular and Discount to the Trade.

AUTOMATIC MUD GUARD CO.,

Mention The Bearings.

ROCHESTER, N. Y.

They Take the Lead.



Lovell Diamond Model 18.

LOVELL Diamond Cycles

Up to date and ahead of all others in improvements, weight, design, finish, and ease of running—all the leading points.

John P. Lovell Arms Co.

Manufacturers, Boston, Mass., U. S. A.

AGENTS WANTED.
CATALOGUE FREE.

Mention The Bearings.

..SIX..

... THE ELMORE

1 2 3 4 5 6

What does it mean?

It means just this==

Ease of Position.

Light and Strong.

Made by Experienced Workmen.

WRITE

...FOR...

TERMS.

On the Road has no Superior.

Rigidity and Durability

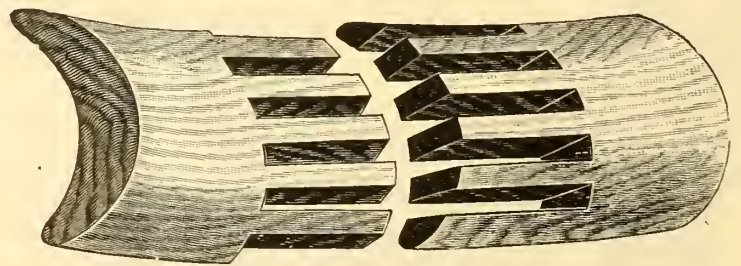
Every One Guaranteed.

ELMORE MANUFACTURING CO.

ELMORE, O.

MENTION THE BEARINGS

WOODEN RIMS • WOODEN RIMS



PLYMOUTH INTERLOCKED-JOINT RIM

Joint made on scientific principles, like the keystone of an arch, and
WARRANTED FOR ONE YEAR.

So built, it would stand without any glue or cement.

ANY WOOD DESIRED, BUT ROCK OR HICKORY ELM THE BEST

Complete equipment of special machinery designed by our manager, who is an expert in wood working and bicycle manufacturing of many years' experience.

ANY STYLE AND SIZE MADE TO ORDER.

Rims for G. & J. and M. & W. Tires, 26, 28 and 30 in., kept in stock

Fine Workmanship and Finish. Write for prices and description to

The Indiana Novelty Mfg. Co.

Mention The Bearings

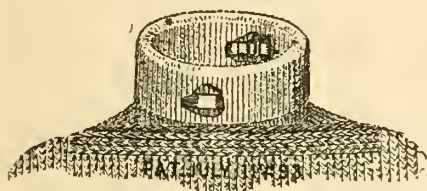
PLYMOUTH, IND., U. S. A.

TRADE
HYGRADE
MARK

SWEATERS

HOSIERY.

Original in Style and Finish.
Different from All Others.



OUR SWEATERS have our patent collar that keeps the neck from sagging as is the case with other makes. You will never wear any other if you once try these.

OUR STOCKINGS are perfect in fit, beautiful in design and finish, and nothing like the goods commonly found in the market.

Send for circular giving prices and discounts to L. A. W. Members to

S. P. CURTIS & CO.

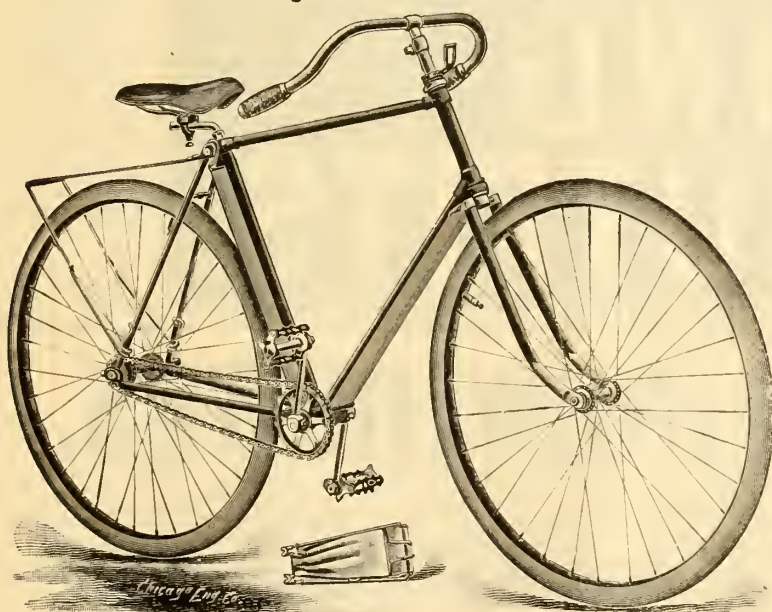
671 Washington St., Boston, Mass.

Mention The Bearings.

...GRISWOLD'S...

Folding Bicycle Mud Guard

Looks nice on the wheel. Made of the best material, and weighs less than 10 ounces.



MANUFACTURERS, it will pay you to adopt it.
DEALERS, it will pay you to carry it in stock.
RIDERS, it will pay you to use it. Ask your dealer for it.

Descriptive Circular, Terms, and Discounts
furnished the Trade on application.

PRICE \$2.50

M. E. GRISWOLD,

WASHINGTON HEIGHTS, ILL.

MENTION THE BEARINGS

THE POPULAR TIRE FOR '94.



**ACME
BRAND
PNEUMATIC
TIRE...**

The BEST, LIGHTEST, STRONGEST, and MOST DURABLE.

**NOT HOW CHEAP,
BUT HOW GOOD.**

SEND FOR SAMPLE PAIR AND PRICES.

CHICAGO TIP & TIRE CO.

152 and 154 Lake St., CHICAGO, ILL.

Western Selling Agents for BOSTON WOVEN HOSE & RUBBER CO.,
ELASTIC TIP CO., SNELL CYCLE FITTINGS CO.

MENTION THE BEARINGS

Heath's Ball Valve Pump

WITH PATENT UNIVERSAL COUPLING.



**THE BEST and STRONGEST PUMP
in the World at ANY PRICE.**

FITS ALL VALVES.

It costs you but 1c. to see and try it.

Our Price, \$2.00.

We will send this pump, if ordered in good faith, to any bicycle rider in the United States, C. O. D., with full privilege of examination and trial. If it suits, keep it; otherwise it is to be returned at our expense.

MANUFACTURED BY

S. F. Heath Cycle Co.

MINNEAPOLIS, MINN.

Mention
The Bearings

THE BEARINGS
Cycling Authority - Antwerp

DO YOU KNOW

The definition of CHAINLESS?
If not, here it is:

League wheels are not acquainted with a chain.
Every time you ride you glory in the fact, **NO CHAIN TO BOTHER.**
Aim high and ride the noblest wheel ever made, and take no other.
Guards for trousers may be laid on the shelf and forgotten.
Unless you want to be a "back number" don't bow to a chain
Even a blind man thinks it is out of sight.

And here IS the CHAINLESS.

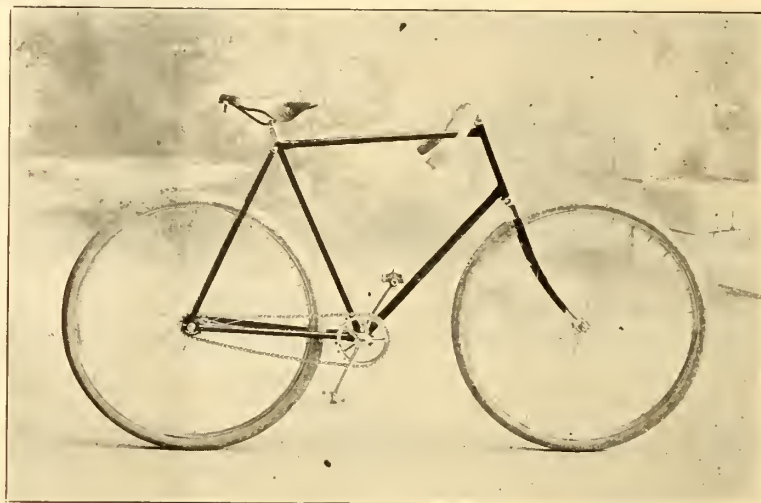


THE LEAGUE CYCLE CO., Hartford, Conn.

Mention The Bearings.

ABSOLUTELY CORRECT IN CONSTRUCTION.

THE Andrae
CYCLES.



PRICE QUALITY **UNEXCELLED**

Julius Andrae Cycle Works
MILWAUKEE, WIS.

ADVANCE SHEETS READY—Catalogue Soon.

MENTION THE BEARINGS

NICKEL



SEND FOR CATALOGUE OF
NICKEL & ELECTRO-PLATING
SUPPLIES & POLISHING MATERIALS

ZUCKER & LEVETT
CHEMICAL CO.
OFFICES, 10, 12, 14, GRAND ST.
NEW YORK, U.S.A.
WORKS,
FLUSHING, N.Y.

OUTFITS.

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain Spanish, Felt wheels, or in Sheets, Muslim Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels, C. P. Cyanide of Potassium, Fused Cyanide of Potassium, Roughes Compositions Buffing Lathes.

Mention The Bearings

NEW HOWES. ❖ NEW HOWES.

Have you seen the **LATEST** Dust-proof Brackets, Tangent Spokes, Detachable Sprockets, Detachable Cranks, Patent Steering Lock. Every racing man should see our 20 pound and 24 pound machines before selecting his mount.

RELIABLE AGENTS WANTED WHERE THE COMPANY IS NOT ALREADY REPRESENTED.

AGENT:

AMOS SHIRLEY

978 Eighth ave., NEW YORK.

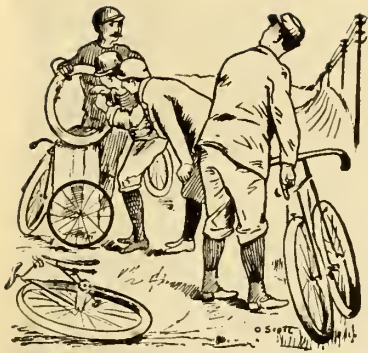
AMERICAN REPRESENTATIVE:

HENRY H. THOMSON,

Address pro tem, 978 Eighth ave., NEW YORK.

MENTION THE BEARINGS.

THE BEARINGS
CYCLING AUTHORITY AMERICA



A roadside incident, on a century run. Heavy Men: "I told you boys to put armor in your tires before you started. You see the consequences of not taking my advice, I am going to pull out the nail and go on."

Mention The Bearings

THE COMING CENTURY RUNS.

can be made more surely with "PUNCTURELESS ARMOR" in your tires than without them. From NOVA SCOTIA to HONOLULU, and MANITOBA to MEXICO, the PUNCTURELESS Armor has gone in nine short weeks on its merits as the best and most serviceable new bicycle accessory of the year.

P. T. A. Co.

DEAR SIR:—I gave the armor a thorough test this morning and found them all and more than you claim. I was utterly unable to puncture the tire.

JACKSONVILLE, FLA., 3, 10, 94.

Yours truly, GEO. N. ADAMS

P. T. A. Co.

DEAR SIR:—I tested the armor in the opera house before a large crowd of wheelmen over nails and barbed wire fencing on a 12-foot board with a 200 pound man. I would not take \$25.00 and do without them, nor would anyone else who would test them.

CLERKSVILLE, TENN., 3, 12, 94.

Yours truly,

D. I. LEVIS, "The Wandering Jew."

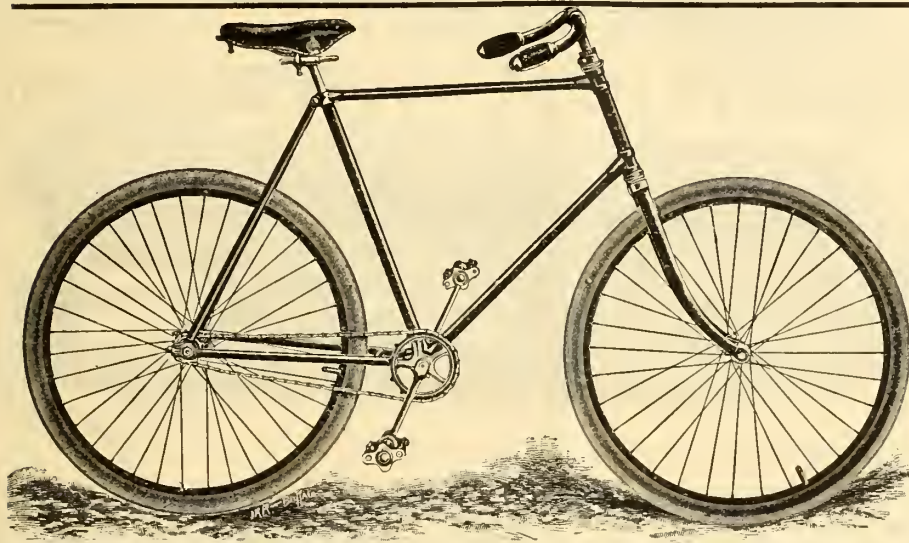
This armor will go into any inner tube tire; weighs from three to four ounces each. and is guaranteed.

Price \$3.00 per pair, any size.

Circulars sent. AGENTS WANTED.

PUNCTURELESS TIRE ARMOR CO.

HAGERSTOWN, MD.



Class B Passed. The Negro Fired.

Luscomb Elected President.

Now there will be a greater demand for wheels, and the simon pure can't do better than to get a

GLOBE OR MASCOT.

Prices right.

Only reliable agents wanted as this line is only a money maker.

PENSEYERS & HABERER

CLINTON CYCLE WORKS,

MENTION THE BEARINGS

BUFFALO, N. Y.

SHEPARD'S BENT WOOD RIMS

ARE ALL WOOD.

No Iron or Rags Used in their Construction.

WE LEAD THE WORLD IN BENDING WOOD.

And are Quoted by the Carriage Trade as Experts in all matters related to Native Woods Highest and Only Award for Bent Carriage Wood Work at World's Fair.

OUR RIMS ARE THE PRODUCT OF EXPERIENCE.

IF THESE ARE THE KIND OF RIMS YOU WANT, WRITE US.

H. G. SHEPARD & SONS,

=

Mention The Bearings.

=

New Haven, Conn.



Here it is. ✨ Up to Date.

\$100 Waltham.

25 lbs., G. & J. Tires, Jessop's Tool Steel Bearings, High Frame.

22 lbs., fitted with Palmer Tires and Wood Rims. The only 22 lb. Safety in the world made of 18 gauge tubing.

...LIVE AGENTS WANTED...

Sidwell & Saben Cycle Co.,

Mention The Bearings.

WALTHAM, MASS.

THE BEARINGS
CYCLING AUTHORITY AMERICA

THE BRIGHTON

Nothing Like it for \$100.

Write for Discounts and Territory...

J. E. POORMAN,

5 West 5th Street, - CINCINNATI, OHIO.

Fifth Annual Poorman
Road Race July 4, '94.

MENTION THE BEARINGS



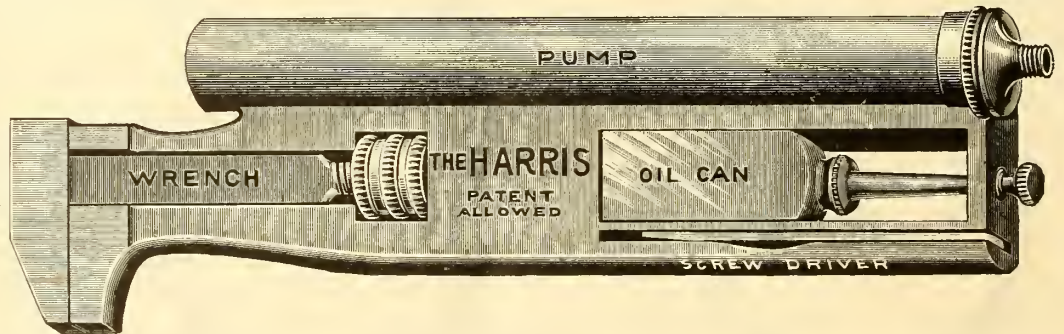
HARRIS COMBINATION WRENCH.

WRENCH, OIL-CAN, SCREWDRIVER,
and PUMP all combined in one.

Made of drop-forged steel, case hardened.
Weight 10 ounces, or 3 ounces less than all other
tools separate.

FOR SALE BY ALL DEALERS.

Electrotype for catalogues on application.



HARRIS MANUFACTURING CO., - - 381 Main Street, Buffalo, N. Y.

MENTION THE BEARINGS

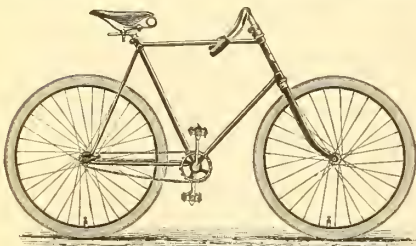
1894

Our Line of Cycles for '94 Season!

A FEW OF OUR LEADERS:

ARIEL. TITANIA. H.-T. SCORCHER.
READING FLIER.

ALSO A FULL LINE OF MEDIUM GRADE.



Jobbers, Dealers, and Agents write for Catalogue and Discounts.

1894

THE GEO. WORTHINGTON CO., CLEVELAND, OHIO.

MENTION THE BEARINGS.

BALLS!

BALLS!

BALLS!

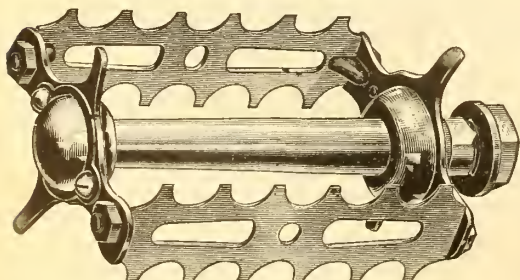
SPAULDING BALLS

are warranted strong, accurate, uniform.

SPAULDING PEDALS

are graceful, easy running, light, and strong.

WRITE FOR SAMPLES OF CLIPS AND TEES.



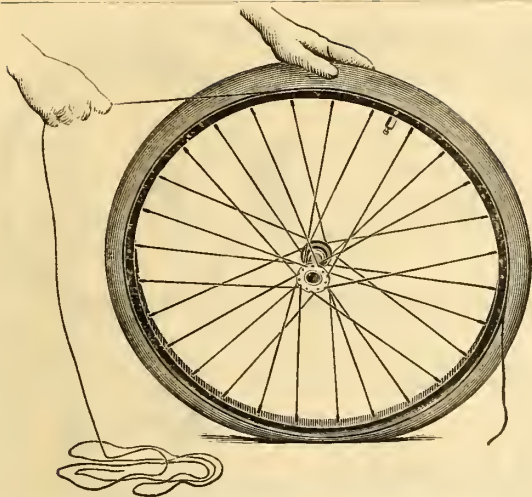
2,000 PAIRS NIAGARA PEDALS AT LOW PRICES.

Spaulding Machine Screw Co., Buffalo, N. Y.

MENTION THE BEARINGS.



THE BEARINGS
CYCLING AUTHORITY AMERICA



KEYSTONE TIRE.

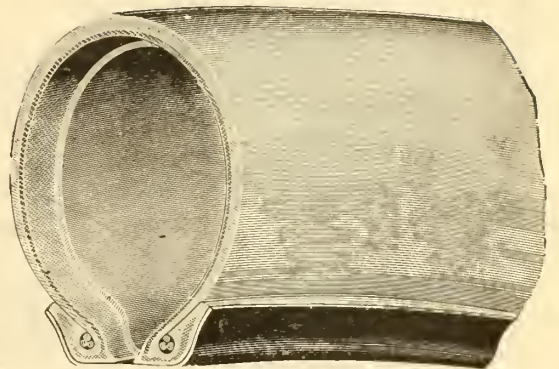
Keystone Detachable
.....Pneumatic Tire.

The Simplest Tire ever Invented.

Erie Rubber Co.,

Mention Bearings.

Erie, Pa.



THE.....

CENTURY

Was ridden in every race
won by Messrs. Zimmerman
and Sanger in '93.

Science and



Perm.

Art Combined.

YOU

CAN'T TRADE

An experienced rider out of
his

P. & M.

TRY IT.



Tourist.

P. & M.



Century.

Persons & Muller Mfg. Co.

New York City.



Ladies' Light Roadster.

Mention the Bearings.



Light Roadster.

HUNT SADDLES

ARE IN STRONG DEMAND BECAUSE THEY ARE THE

INSIST UPON HAVING THEM.

R. B. M^cMULLEN & CO., 64 Ohio Street, CHICAGO, ILL., United States Sales Agents.

MENTION THE BEARINGS.

NEW YORK DEPOT: JOHN S. LENG'S SON & CO.

Most Durable,
Most Handsomely Finished,
Correct in Principle,
And Distinctively Modern.

C.S. OSGOOD, Prop.

TELEPHONE

Main 3488.

GARDEN CITY

ELECTROTYPING CO.

FINE
COLOR WORK
A SPECIALTY

ENGRAVERS BY ALL PROCESSES.

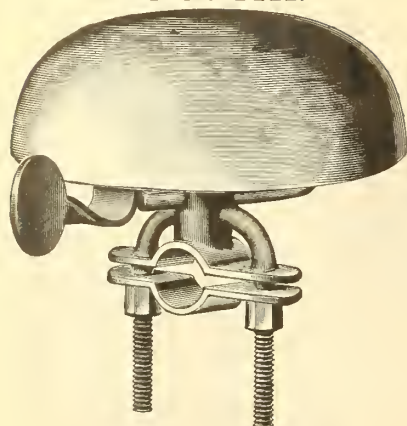
ELECTROTYPERS AND DESIGNERS.

167 ADAMS ST.

Chicago.



BEACH BELL.

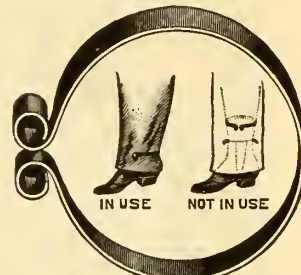


Diameter, 2½ inches.
Weight, 5 ounces.

Mention The Bearings

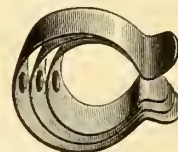
Most Complete Line. Lowest Prices. Absolute Guarantee.

OSTERGREN GUARD.



Patented U. S. Feb. 17th, Mar. 3d, 1891.
Canada Mar. 16th, 1892.

OIL HOLE COVERS.



SOLE MANUFACTURERS OF THE

CELEBRATED

Ostergren and Perfection Trouser Guard.

BELLS, LAMP BRACKETS,

OIL HOLE COVERS, etc.

LIBERAL DISCOUNTS TO JOBBERS.

BEVIN BROS. MFG. CO.

EAST HAMPTON, CONN.

To Agents: We beg leave to make our little bow to you in '94 and while we do not hold the record for the fastest mile and any medals from the World's Fair (as we did not exhibit), neither is our machine worth its weight in gold, nor are we builders of the only high-grade bicycle in the world, but we do build one style and grade and only one, and that is the finest that money and skill can produce.

We do not care at what price they list, we claim as high grade as any and are ready to back our assertion up. Our Columbus No. 7 with steel rims weighs but 28 lbs. and lists at \$90.00, and with wood rims and road racing tires, 25 lbs., \$100.00.

We have made this from the finest material that money can buy, and wish you to write us for prices and territory. Remember we build but one machine, the Columbus No. 7.

THE COLUMBUS BICYCLE CO., Columbus, O.

CHAS. HANAUER & BRO., Cincinnati, O., Agents for South-Western Ohio, Northern Kentucky, and South-Eastern Indiana.

1894 Wheels at 1894 Prices.

Get our prices on bicycles before you close your contracts. *THE "SOUTHERN,"* \$125; St. Nicholas, full line; Featherstone, full line; Western Wheel Works, special line. We will make it to your interest to deal with us. Catalogue ready February 10th.

R. C. WHAYNE, Louisville, Ky.

Mention The Bearings

WHEELS FOR BICYCLES AND SULKIES.

WHEELS OF ALL GRADES FOR SAFETY BICYCLES.

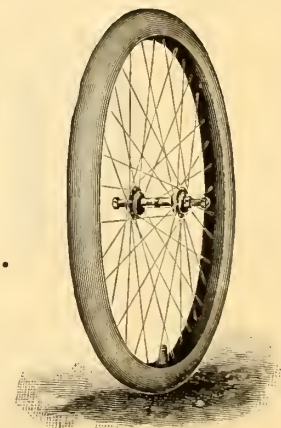
Hubs, Spokes, Nipples, Rims. Tires of all kinds.

Large and Small Manufacturers and Dealers Supplies.

I. A. WESTON & CO.

MENTION THE BEARINGS

JAMESVILLE, N. Y.



BICYCLES

That's our
Business!

D. SNITJER

That's our
Name!

ST. LOUIS

That's our
Address!

SUNDRIES

That's what we
Keep!

CATALOGUE

That's what you
Want!

YOUR

Orders, that's what we
Want!

MENTION THE BEARINGS

SEND FOR CATALOGUE AND DISCOUNTS.

We are Western Agents for Eagles! SOLE AGENTS FOR PULLMANS!

And handle a complete line of cheap and medium grade bicycles.

WRITE US FOR PRICES BEFORE YOU BUY FOR NEXT SEASON.

We can give you a complete line—all grades, and at the right prices.

WOODROUGH & HANCHETT CO.,

MENTION THE BEARINGS

38 and 40 Lake Street, CHICAGO.



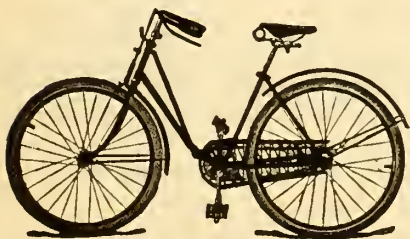
FALCONS

They stand the test and are up to date in Construction, Finish, Weight, Material, &c.

THEY ARE THE BEST VALUE FOR THE MONEY.

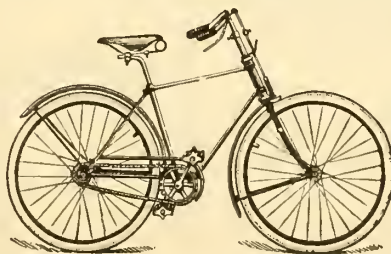
This pertains to our JUVENILE wheels as well as to the larger sizes. Wood Rims when wanted. Also, the Yost Metallic-Fastened Tire! If you haven't this line in stock, you need them.

ADDRESS: THE YOST MFG. CO., TOLEDO, OHIO.



Send for Catalog

Mention
The Bearings



Works:

YOST STATION.



"He who brings the buyer and seller together in honest trade does good to both."—Cobden.

THOS. WALLS, President.

T. P. WALLS, Treasurer.

JOHN I. WALLS, Secretary.

The West Side Auction House Company,

(—INCORPORATED.—)

Auctioneers and Commission Merchants, 209 and 211 West Madison St., Chicago.

Auction Sales of Bicycles a Specialty.

Advances made. Sales on Tuesdays and Saturdays. Account Sales rendered and settlement made in cash, day after sale.

Our next Sale of Bicycles will be held on the 7th of April. _____

Consignments Solicited.

Reference, by permission, to the Hide and Leather National Bank, and the principal bicycle manufacturers of the city.

Telephone West 592.

MENTION THE BEARINGS.



KEATING'S

TERRITORY.

New Jersey, Long Island, New York City, Westchester and Rockland Counties in New York State.

Agents Wanted

TERRITORY.

Rhode Island, Connecticut, New Jersey, Long Island, Delaware, Maryland, Eastern Penn. with exception of Philadelphia and vicinity.

FALCON'S

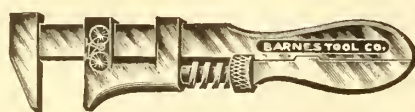
Sold by JAMES H. ROBLEY, 142 Chambers St., New York.

Mention The Bearings

BARNES' IMPROVED BICYCLE WRENCH.

Our wrenches are light, strong, neat in appearance and the most convenient for use of any in the market. They are all steel, with case-hardened jaws, finely finished and nickel plated. Weights from 4 1/2 to 7 ounces, the '94 being the lightest, and the '93 the heaviest. Send for circular.

Mention The Bearings



'92 PATTERN.



'93 PATTERN.



'94 PATTERN.

BARNES TOOL COMPANY, P. O. BOX 241, NEW HAVEN, CONN.

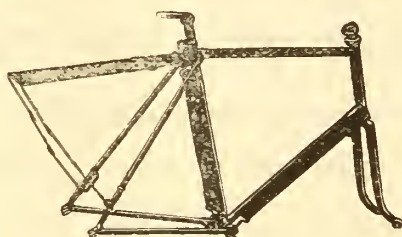
Meilink's Pocket Guard.

Folds 7x3 inches. Put up in a neat case.

Three Distinct Patterns in Gossamer and Rubber Guards.

We have the best line for Manufacturers Jobbers and Dealers.

Send for Descriptive Circular.



C. F. Meilink & Co.,

NIAGARA CYCLE FITTINGS CO., Agents. Buffalo, N. Y.

TOLEDO, O.

MENTION THE BEARINGS

BICYCLES.

Largest Store and Largest Line of New and Second-Hand Bicycles in New England.

500 Bicycles to be sold at Cut Prices.

Agent for Imperials, Premiers, Waverleys, Lovell Diamonds, Triangles, Remingtons, Uncle Dudley, Dudley's High Grade, Business Buggy and Crawfords.

All Kinds of Repairing.

FRED F. DUDLEY,

162, 164, 166, 168, 170 Columbus Ave. BOSTON, MASS.

I can give agents a liberal discount on Uniques, 28 inch M. & W. tires, Uncle Dudley, 28 inch New York Tire Co.; Dudley's High Grade Business Buggy, M. & W. tires, or New York Tire Co's. Tires. Second hand list free.

Your Wheel Protected from Theft.

The object of our existence is to protect the owner of a wheel from loss by theft. This we do for the small sum of \$2 the first year and \$1 a year thereafter. In case of loss we send you another wheel to use until we find the lost one, and if we fail, we give you the one in your possession without any charge whatever.

AGENTS WANTED

in every city and town in the U. S. Apply at once WHEELMEN'S REGISTRATION CO., 18 Boylston Bldg., Boston, Mass. Drop us a line and we will send full particulars.

MENTION THE BEARINGS



The Season is Open.

We also are ready dealers to quote you prices on Sundries of any description, and as a general rule they are

"PERFECTION,"

You know what that means.

If you haven't our prices you had better write at once for same.

We still SELL thousands of PERFECTION kits, better get our prices.

FERRIS-WHEELER MFG. CO.,

289 WABASH AVE.,

CHICAGO.

MENTION THE BEARINGS.

STANDARD CAP CO., 156 Greene St., New York



New Patent Ventilated Bicycle Caps.

TESTIMONIAL.

THE STANDARD CAP CO. PUTNAM HOUSE, New York, Jan. 13, 1894.
GENTLEMEN: I received the Patent Ventilated Cap all right, and thank you very much for same. I find the ventilator a great benefit when taking a long ride as it keeps the head very cool and free from perspiration. Please send me one in dark blue as soon as possible.
Yours truly, ALBERT SCHOCK,

Champion Long Distance Bicyclist of the World.

Manufacturers of Wheelmen's Caps of every description.

Send for price lists. Trade only supplied.

MENTION THE BEARINGS

Do You Want to Raise the Wind?

Many of our dear spotless amateurs are doing so on their RESPECTABLE prizes to prevent a diet of snowballs. But we are making an article that will beat a League General Assembly for wind.



There will be no protest on the election of this pump to first place as a friend of the pneumatic.

HAY & WILLITS

Cable address:

"CYCLONE."

Dealers in Wind Instruments,

INDIANAPOLIS, IND.

Mention The Bearings



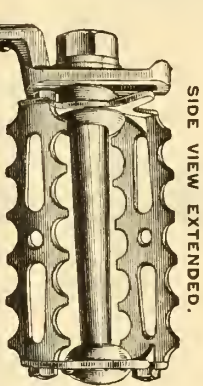
The Columbian Adjustable Crank

COLUMBIAN ADJUSTABLE CRANK is extended, it increases the power of the rider 25 per cent. In other words, the rider can climb a hill with a 72-inch gear just as easy as he could climb the same hill with a 54-inch gear with a pair of "old style" cranks. Even riding continuously on level roads it has proven to be a great relief to the cyclist to be able to lengthen or shorten the motion of the tread.

Any rider can apply the Columbian Adjustable Crank to his Bicycle without requiring any tools or help. **USE VERY LITTLE OIL.** On muddy and sandy roads the rider will also find the Columbian Adjustable Crank of great advantage.

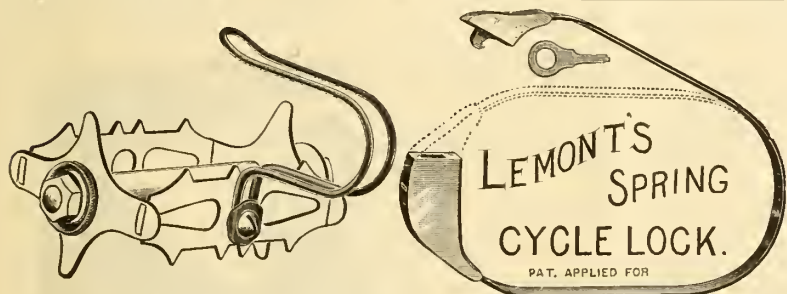
Price \$8.00 per pair.

Liberal Discount to the Trade.



BREDDER-ALLEN CYCLE MFG. CO.
PATERSON, N. J.

MENTION THE BEARINGS



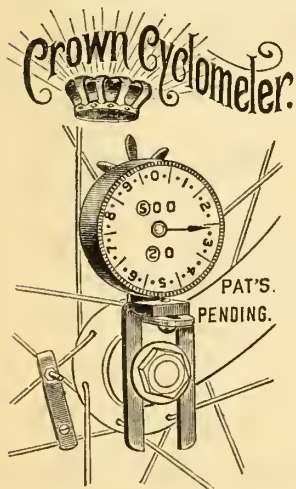
DEALERS....

We would be pleased to have you **CATALOGUE OUR SPECIALTIES** for '94. There is a demand for them. You will find them good sellers. Prices are right. Write for prices and electros.

LEMONT & WHITTEMORE CYCLE CO.,

Mention The Bearings

638 Main St., WORCESTER, MASS.



Thoroughly tested; small and compact; weighing two and one-half ounces only; registers to one thousand miles, then commences again at zero.

...Price, \$6.00...

Can be changed from one side to another without additional expense. Electro-types for catalogues upon application.

MANUFACTURED BY

BOSTON METER CO.

22 Chapman Place,
Boston, Mass.

MENTION THE BEARINGS

**THE LARGEST AND BEST IN THE WORLD.
THE FIRST IN AMERICA.**



SHELBY, OHIO.

Are now prepared to make not only Round, but Square, Corrugated, Octagon, and Half-circle, with double re-entering angles. Riders of good bicycles give it the preference.

MENTION THE BEARINGS

EDWIN OLIVER, GEN'L EASTERN AGENT.

Roger B. McMullen & Co.

Main Office, 64 to 70 Ohio St., CHICAGO, ILL.

Eastern Office, EVANS HOUSE, SPRINGFIELD, MASS.

General U. S. Sale Agents for the

Union Drop Forge Co. Chicago.	Indianapolis Chain & Stamping Co. Indianapolis, Ind.	Hunt Mfg Co Westboro, Mass
Garford Mfg. Co. Elyria, Ohio.	C. J. Smith & Sons Co. Milwaukee, Wis.	Snell Cycle Fittings Co. Toledo, Ohio.

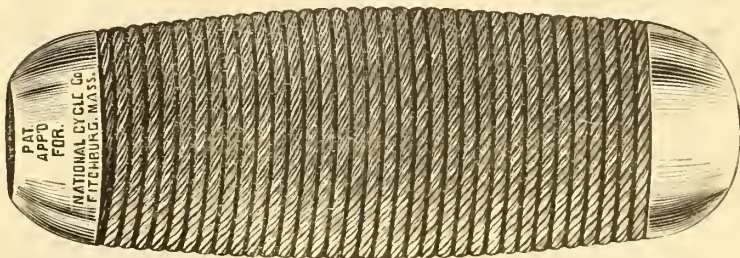
Seamless Steel Tubing, Cold Rolled Steel and Cycle Manufacturers' Supplies.

MENTION THE BEARINGS



Mention The Bearing

Bicycle Agents and Repairers!

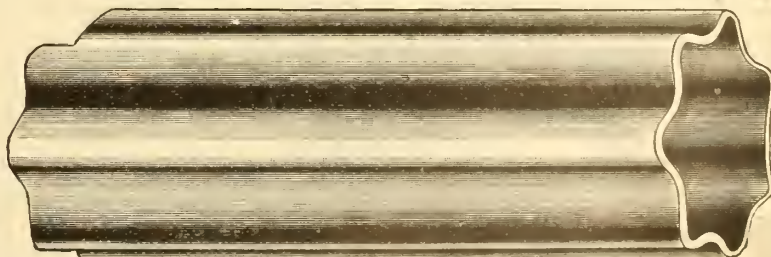


If you have not already obtained a sample of our

CORDUROY HANDLE

We would be pleased to mail you one on application to the **NATIONAL CYCLE CO., Fitchburg, Mass., U. S. A.** Our '94 Cycle Catalogue may be had for the asking. Sample pair Handles by mail, 50c.

Mention The Bearings



COLD-DRAWN, SEAMLESS, STEEL, CORRUGATED

TUBING
FOR BICYCLES.

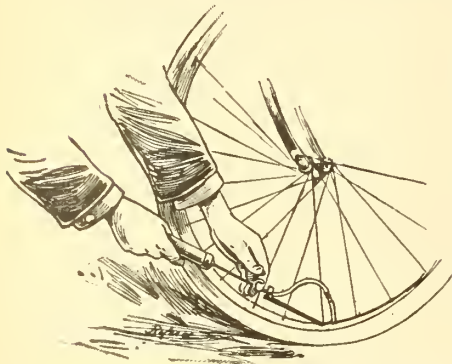
Lighter and Stronger than the Ordinary Round. Send for Price List and Samples to

THE H. W. SMITH CORRUGATED TUBE CO.,

69 Broad Street, BOSTON, MASS.

Mention The Bearings.

Hands Blistered?



I should say so, too, if I inflated my tires without a pump brace. Yes, it's new, but it is welcomed by all wheelmen. Saves you time, patience, and discomfort. Fits any pump and tool-bag.

PRICE 35c.

Dealers, write for discount.

**EUREKA
PUMP BRACE CO.**
277 Wabash Ave., Chicago, Ill.

MENTION THE BEARING

1000--BICYCLES WANTED--1000 ...FOR CASH...

Prices must be low. Send in description, quantity and **ROCK BOTTOM** prices.

L. C. JANDORF & CO.,

116-118 West 125th Street, - - - NEW YORK.

MENTION THE BEARINGS

THE MUELLERBICYCLE STAND

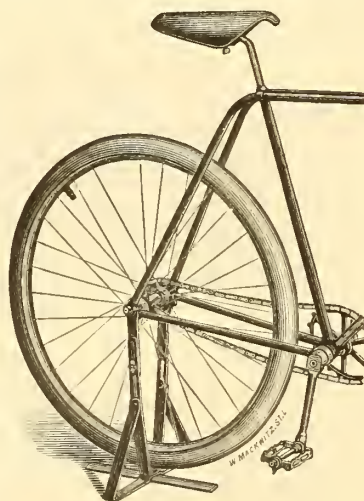
It is movable or stationary, and will support either front or back wheel.
It is adjustable, and can be used with any safety bicycle.
It is made of the best wrought iron, and weighs only 3½ pounds.
It supports the machine in such a manner that it does not scratch the enameling or plating.

Enameled Stand, each - \$1.00
Nickel-plated Stand, each, 1.50

FOR SALE BY THE TRADE.

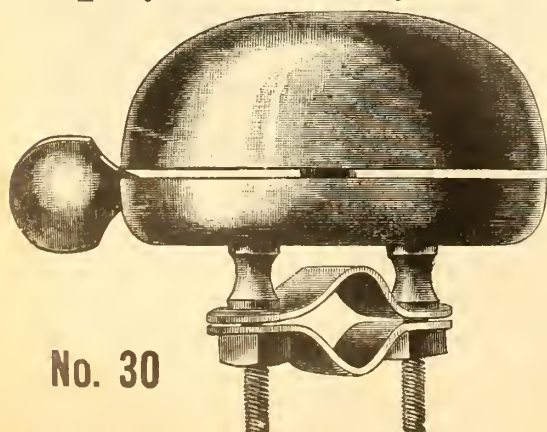
H. MUELLER MFG. CO.
DECATUR, ILL.

Correspondence solicited from the trade, and will send electros on application.



Mention The Bearings

New Improvement Bicycle Bell.



No. 30

Our bells are put together with screws, and are easily taken apart and repaired. Any part of this bell can be supplied by dealers, as all parts are interchangeable. The clamps are constructed so that the bell cannot turn on the handle-bar. Rubber washers and tubing are not used in this bell to prevent the hammers rattling, as these wear out in time, and are useless. Most durable bell made, and every part is highly finished in nickel silver. Made entirely of metal.

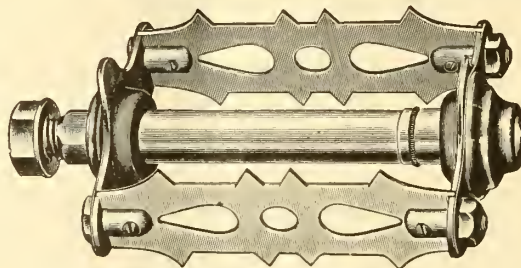
Manufactured by
Hardware Specialty Co.
61-63 Mulberry St.,
NEWARK, N. J.

BICYCLE MEN—Be sure and see the New Improvement Bells before you buy your stock for 1894.

MENTION THE BEARINGS

Patent on Hammer, Oct. 31, 1893; patent on Bell, Oct. 31, 1893.

CURTIS PEDAL Set of Four Plates and Screws \$2.00 POST PAID AN ABSOLUTELY DUST PROOF BALL PEDAL.



\$7.00

The ends are cold pressed from the Best Steel, hardened and ground.

A liberal discount to the trade.

3 5-8 INCHES LONG.
PATENTS PENDING

THE REED & CURTIS MACHINE SCREW CO.
WORCESTER, MASS.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that they can put into the same pedals as the rubbers are used in.

DO YOU HANDLE

A PERFECT LIGHT.

....THE "RED STAR" SPECIALTIES?

Red Star Solid Illuminant

For Bicycle Lamps

Red Star Chain Lubricant

AND

Red Star Lubricating Oil

Are Perfect and what the rider wants.



TRADE ONLY SUPPLIED BY

RED STAR MFG. CO. 239 Water St. (P. O. Box 1092) New York
Mention The Bearings

COLD SWAGED SPOKES

You want the best. We have it.

Dayton Swaging Machine

FOR TAPERING TUBES COLD.

It toughens the stock. It is the best, and you need the best.

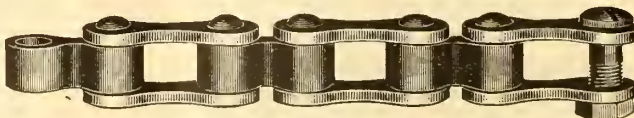
WRITE.

The Excelsior Needle Company,

MENTION THE BEARINGS

TORRINGTON, CONN.

...CYCLE CHAINS... HIGHEST GRADE.



ROGER B. McMULLEN & CO., CHICAGO.

General U. S. Sales Agents.

JOHN S. LENG'S SON & CO.,

No. 4 Fletcher St., N. Y. City—New York Depot.

INDIANAPOLIS CHAIN & STAMPING CO.

Largest Factory in the World.
Mention the Bearings.

126-128-130 W. Maryland St., Indianapolis, Ind.

THE BEARINGS
Cycling Authority America

THIS LUBRICANT IS FREE FROM OIL

Does not clog the chain, takes less dust than any other.
The cleanest, cheapest, and most perfect chain lubricant
on the market. Put up in three sizes.

DICKENS "DOUBLE-ACTING" PUMP, FEATHERWEIGHT BELL, AND
O. K. CORK HANDLES, Etc.

F. C. AMES & CO., 335 Broadway, New York.
Mention The Bearings



THE JAMES

Won 1,500 Prizes during 1893
In America, England, France, Germany,
Africa, Australia, and New Zealand.
Also holds several road records.

WEIGHTS GUARANTEED.
Track Racer, 18 and 20 lbs.
Road Racer, 22, 24, and 26 lbs.

The Only Sole Importer U. S. A., **JAMES BRIDGER, 103 Adams St., CHICAGO.**

Mention The Bearings

JULIUS ANDRAE, 225 W. Water St., MILWAUKEE, WIS.

SOLE AGENTS IN THE NORTHWEST FOR

THE CRAWFORD LINE

MENTION THE BEARINGS

CRAWFORD MFG. CO., HAGERSTOWN, MD.

**STRONG, SIMPLE, DURABLE,
POSITIVE, LIGHT,
APPLICABLE TO ALL
CHAIN BICYCLES.**



LOUIS ROSENFELD & CO.

56 BEAVER STREET,

DELMONICO BUILDING,

Send for Catalogue

MENTION THE BEARINGS

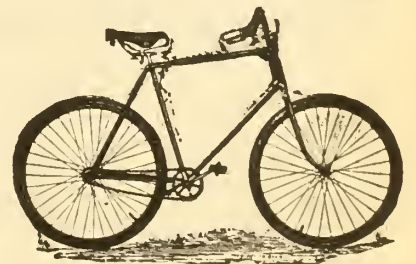
NEW YORK.

"Doubt thou the stars are fire,
Doubt that the sun doth move,
Doubt Truth to be a liar,"

But never doubt the superiority
of the

Puritan
TRADE MARK.

...BICYCLE...



O. J. FAXON & CO., MAKERS,

3,5 and 7 Appleton St., BOSTON, MASS.
Mention The Bearings.

FOR SALE, WANTED AND TO EXCHANGE.

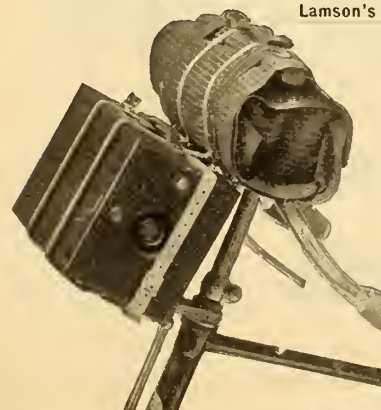
FORCED SALE—Full line, new 1893 Columbias
at \$95 to \$100. Never used—not shop worn. A clear
saving of \$25 to \$30, to prompt buyers. Address,
ADMINISTRATOR,
Box 364, Fort Wayne, Ind.

FOR SALE—Beeston-Humber Track Racer, used two
weeks, perfect condition. Write for cheap price.
Address J. W. S., Box 51, La Fayette, Ind.

TO EXCHANGE—High-grade pianos for medium or
high-grade bicycles.
H. M. WHEELER, Waukegan, Ill.

FOR SALE—One '93 model 26-pound Psycho, good
as new, \$80. H. C. Norcross, Carlyle, Ill.

Lamson's Luggage Carriers



Are the light-
est, simplest,
strongest, and
most practical
Carriers for the
bicycle in the
market. Put on
the machine in
a moment with-
out use of
wrench or screw
driver, and once
on never give
any trouble.

Prices: No. 1
Luggage Car-
rier \$1. No. 4
Single Luggage
Carrier \$1.25.
No. 4 Double
Luggage Car-
rier \$1.50. No. 6
Kodak Carrier
\$2.00. For sale

by all dealers, or send to C. H. LAMSON, Portland, Maine.

Elwell European Bicycle Tour.

June, July, and August.

FRANCE, SWITZERLAND, GERMANY, and HOLLAND.

F. A. ELWELL, 152 Pearl St., Portland, Me.

Mention The Bearings

REDUCED

to 50c., of Dealers or by mail.

1894 bicycles are not up to date
unless fitted with

Woodbury's Automatic Dry Chain Lubricator and Duster.
Mr. Albert Schock used this throughout his record ride of 1600
miles in six days. Van Emburgh, the boy wonder, record 1401
miles in six days, also used it. Highly recommended by
J. Elmer Pratt and many other up-to-date manufacturers,
dealers, and riders. M. A. WOODBURY, Bradford, Pa.



DO YOU WANT

To be represented in

The U. S. Bicycle Trade Directory?

Your name, address, and business published free, if you
are a manufacturer, agent, or dealer in anything pertaining to
the bicycle trade. Send business card to **H. D. TAYLOR,**
Publisher, Springfield, Mass. No names received later
than March 15. Specimen pages on application.



RIDING THE RAILROAD!

For fifty cents will send full
directions and diagrams for
bolting two bicycles together
for railroad use. Is a perfect
success; creates a sensation!

25 MILES an HOUR

is easily made. Any carpenter
can make frame. CHAS. W. COCHRAN, Wabash, Ind.



PAT. NOV. 17, '93.

THE AUTOMATIC

Graphite Chain and

Sprocket Lubricator...

Is Simple, Durable, and Can not get out of order.

Just the thing for road riding. Does away with
mud and dust on the chain which other so-called
lubricants only collect. One filling lubricates over
five hundred miles. A continuous flow of graphite
from the lubricator through a flexible tube causes
the chain to run with an ease and smoothness which
commends it to all wheelmen.

Handsomely Nickel Plated. Weight 2oz.

PRICE BY MAIL, \$1.00.

Including a Package of Graphite.

... DISCOUNTS TO AGENTS AND DEALERS ...

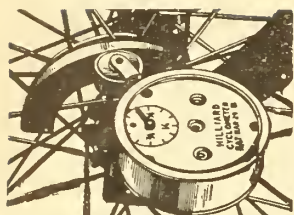
JORDAN & MOURER,

236 Green Street, - DAYTON, OHIO.

MENTION THE BEARINGS

THE BEARINGS
CYCLING AUTHORITY AMERICA

Hilliard No. 1.



Registers 1,000 Miles and repeats.
PRICE, \$7.50

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD CYCLOMETER CO.,
1220 Filbert St., Philadelphia, Pa.

CHICAGO, ILL., January 3d, 1894.

Gentlemen: It may interest you to know that the HILLIARD CYCLOMETER has been used, as a test of its wearing qualities, on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894.

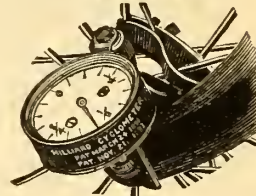
Yours truly,
GORMULLY & JEFFERY MFG. CO.
John O. Blake, Manager.

Liberal Discount to the Trade. Send for Circular.

HILLIARD CYCLOMETER CO. 1132-34 N. 40th St., Philadelphia

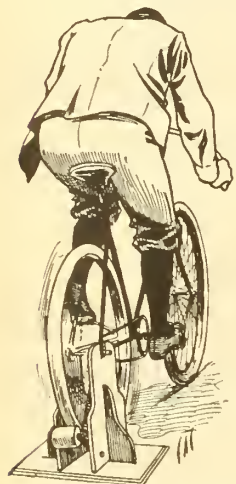
Mention The Bearings

Hilliard No. 2.



Registers 100 Miles. Can be set back to Zero.
PRICE, \$5.00

The Chicago Home Trainer.



SOMETHING NEW.

SOMETHING GOOD.

Any rider can afford to have it at the price, and no one can afford to be without it.

Just the thing for a sample room.

Simple, Neat....
....and Strong.

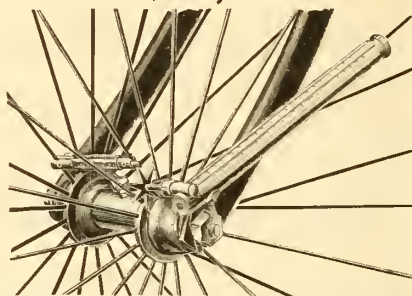
PRICE \$4.00.

ADDRESS
Chicago Home Trainer Co.,
1235 Jackson Boul.
CHICAGO.

Mention The Bearings.

NEW CYCLOMETER Patent Pending.

Price, only \$2.50.



The SIMPLEST, CHEAPEST, most accurate and durable Cyclometer on earth. NOT A WHEEL IN IT. No hands. No dial. Any boy can take it to pieces and put it together in a minute. Registers either a 28 or 30-inch wheel without change (a seeming impossibility); measures 100 miles; weight 3 oz. A handsome ornament to any wheel. Dealers write for discounts to

HALL MFG. CO. WALLINGFORD, CONN.
MENTION THE BEARINGS

NOTICE TO JOBBERS

Who are looking for a Job Lot. We have them; 100 of strictly high grade, of '94 design, weight 27 lbs., with all the latest improvements that a bicycle can have. Send for catalogue explaining all full particulars. We fully guarantee them for one calendar year. Mention the Bearings. Don't let this escape your attention, as this is a snap for some one.

Yours respectfully,

TAYLOR & EDWARDS.

110 HAMILTON ST., BUFFALO, N. Y.

Howard A. Smith Company, (INCORPORATED),

NEWARK, N. J.



Bicycles and Sundries

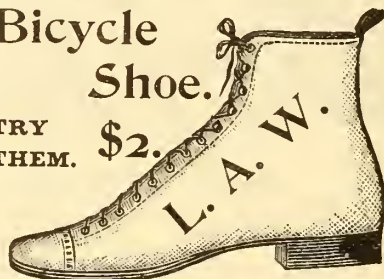
Acknowledged Headquarters for Bicycle Sundries.

SEND STAMP FOR ENCYCLOPEDIA. MENTION THE BEARINGS

DELIVERED FREE Bicycle Shoe.

TRY THEM.

\$2.



You want the BEST SHOE in the market, don't you? Then TRY OURS!

DELIVERED FREE

To any part of the United States on receipt of \$2.00 cash or Money Order. Made of the best Dongola Leather. Unequaled as an Easy Walking Shoe.

HUB SHOE CO. 83 Bedford St., Boston, Mass.

Mention The Bearings



Liberal discount to the trade.

Do you ride a bicycle, drive a horse or carry a grip which you don't want to lose?

Then buy the
LYNCH
BICYCLE AND TRAVELING
LOCK

YALE PRINCIPLE Lock and Chain

FINELY NICKELED.

A few elits many uses: Fastens bicycles, secures Satchels to seats in cars or waiting room, hitchhorses, fastens robes, a buggies or blankets on horse, also best telescoping case, gun case, hat case lock, etc.

Price, \$1.

LYNCH MFG. CO. Madison, Wis

Mention the Bearings



The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. 50c. per pair, post paid, on receipt of price. Special prices to manufacturers and dealers.

THE R. W. MCCREEDY CORK CO.,

43, 45, 47 Illinois St., CHICAGO.

MENTION THE BEARINGS

Use ...



AFTER YOU HAVE FOUND

that plumbago, graphite, soap, etc., make a chain clean and bright. Then you will want something that lubricates. Greasolene is the stuff. Nothing met on the road will fade it. Endorsed by the hardy road riders of Chicago. 2500 miles' worth put up in a collapsible tube for 25 cents. Ask your dealer for it. Insist on Greasolene. A trial will convince you.

LIBERAL DISCOUNT TO THE TRADE.

J. G. CALROW, MAKER, WINNETKA, ILL.

TO DO

First-Class Plating

YOU MUST HAVE GOOD MATERIAL

AND A KNOWLEDGE OF THE BEST METHODS.

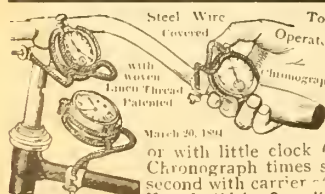
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March 20, 1894

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This is the Hump that holds the pants for men who ride Bicycles.



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on your M. & W. tires, and repair your own punctures on the road. No lacing required. Tires can not creep. Not necessary to cement tires to rims. Stud running through rim prevents all creeping. Send for one. Price 75 cents. Discounts to dealers.

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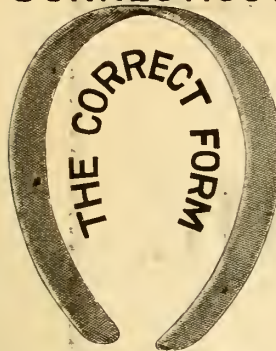
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Cyclists' Authority - America

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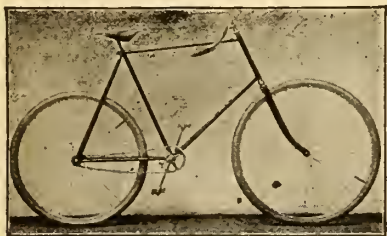
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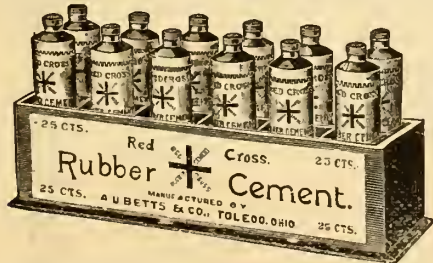
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These tubes are put up in neat and attractive cases, containing one dozen tubes each.

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LIGHT,
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Keeps both Wheel and Rider free from mud. Fits any wheel.

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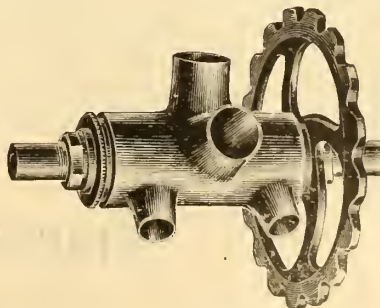
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PAUL BRAUER, Propr. and Mangr.

...1894...

Illustrated Catalogue

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Pedals,
Rims,
Forgings,
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Nipples,
AND
GENERAL
SUPPLIES
for Bicycles



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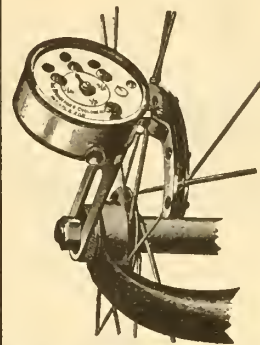
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Registers 1,000 miles accurately and repeats, or can be set back to zero at any time.

Perfectly Noiseless, Dustproof, and Waterproof.

Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist.

PRICE \$3.50.

Made in two sizes, viz: For 28-inch and 30-inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.

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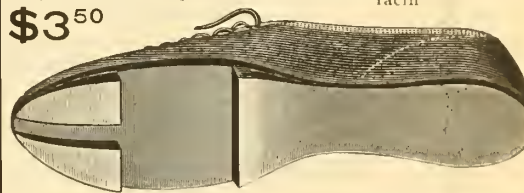
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RACER SHOE

strong, neatest
racer

\$3.50



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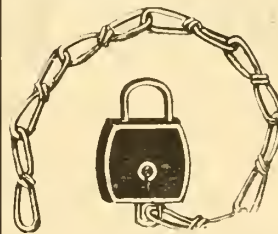
Bedford St., BOSTON, MASS.

ALL THE BEST MEN WEAR IT.

Mention The Bearings.

WANTED—You to write us for agents' prices on the Randall Roadster Nos. 1 and 2—No. 1, weight 27 lbs., \$125.00; No. 2, weight 20 lbs., \$100.00. Catalogue on application. Big money in these machines, and they are positively 1894 patterns of the latest date. Light and durable. Also the largest dealers in cycle sundries in Indiana. Do not fail to write us. We also have a big lot of second-hand wheels, dirt cheap. 1 Columbia Pneumatic Tandem for sale, price \$140.00
RANDALL CYCLE CO., Fort Wayne, Ind.

"IRENE" BICYCLE PADLOCK.



Non-Pickable
Brass and Plated
Two-Keyed
15-in. Hardened Chain
Weight, 1 1/2 oz.

Sent by mail to any part U.S. on receipt \$1.00.

Discount to Trade.

W. H. DIEFFENBACHER & CO.,

154-156 LAKE ST., CHICAGO.

MENTION THE BEARINGS

CYCLISTS, CARRIERS, BALLPLAYERS,
and ATHLETES generally, use

ANTI-STIFF

To Strengthen the Muscles.



It has a particularly Warming, Comforting and Stimulating effect on all Weak or Stiff Muscles; quick in action; clean and pleasant in use.

For Sale by Druggists and Dealers in Sporting Goods.

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Calculating the Worth.

There are two values to a purchase—what it costs and what it is worth,
or what it pays in return for the expenditure. This is where the

WARWICK BICYCLES

take the lead. There are some wheels listed cheaper, but the WARWICK:

Stands on the top round of genuine worth. It gives the most satisfaction in return for the least expenditure. It is the lightest of the strong wheels, and the strongest of the light wheels. The WARWICK roadster tips the scale at 25 lbs. The finest materials ensure absolute durability. Its guarantee is solid as the U. S. government, and liberally construed.

CATALOGUE FREE.

Consider carefully these facts, which are strongly attested by the great army of enthusiastic Warwick riders.

WARWICK CYCLE MFG. CO., Springfield, Mass.

P. S.—Warwicks don't take the place of reduction salts. Warwicks are "light running."

MENTION THE BEARINGS

Lend Us Your Brains.

An odd request, you say. Well, yes, it is rather odd.

But we mean exactly what we say,

And we will pay you for the use of your brains if they are of value to us.

Speaking plainly, we wish to state that we would like to obtain some novel advertisements, and have decided to give three valuable prizes for the three best ads. sent us. Ads. to be about either our "Century Niagara" \$100.00 wheels (preferably this), or Niagara cycles in general. Size of ad. to be about 4 1-2 by 6 1-2 inches, or one-half that size. We will appoint three well-known persons in the cycle trade to decide the merits of all advertisements sent to us. To the person sending the best advertisement between now and July 1st, we will give one of our high-grade \$125.00 scorchers wheels, to the next in merit, we will give a pair of Palmer tires, price \$25.00, and the third prize will be a pair of Morgan & Wright tires, price \$15.00. After the contest is closed we will publish the three best ads. Watch for them.

Send for our illustrated catalogue and study out an ad.

Buffalo Wheel Co.,
BUFFALO, N. Y.

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we hear
About

The Liberty

America's
Representative
Bicycle.

WILSON-MYERS Co.

Gentlemen:—"The more a man uses a Liberty the better he likes it."
GEO. W. ONTHANK, Ripley, N. Y.

WILSON-MYERS Co.

Gentlemen:—"In the spring of 1892 I bought a 35lb. Liberty. I am said to be a very hard rider. I ride constantly, it being a rare thing for me to walk ten rods in wheel season. I have been in the usual number of wrecks, and have made a good many centuries. Today the old Liberty is sound as a nut, in perfect order, and will do me good service for 1894."
REV. WM. P. F. FERGUSON,
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WILSON-MYERS Co.

Gentlemen:—"I could not be better pleased with a wheel, although I have met with some accidents which ordinarily would seriously damage a wheel, yet, beyond the cost of having it straightened out or repaired, I am none the loser, nor is the wheel any the worse."
J. M. ORR, Kansas City, Mo.

WILSON-MYERS Co.

Gentlemen:—"Don't feel afraid to recommend the Liberty for any kind of roads; I rode mine over the worst road I ever saw last week, and it came in with me all right. I broke down last year on this same road with a , and had to walk eight miles to the nearest blacksmith's shop."
E. M. SANTEE, Cortland, N. Y.

Wilson=Myers Co., Makers,

Mention The Bearings

NEW YORK, U. S. A.

HERE WE ARE AGAIN!

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This is
Mr. ARIEL
LIGHT
ROADSTER.
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He is an
APOLLO
of Grace and
Strength.
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WEIGHS TWENTY-SIX POUNDS IN HIS STOCKING FEET.

Let us give you his autobiography in our Art Catalog and "Reasons Why."

The Geo. Worthington Co., Cleveland, O.,
General Agents for Michigan, Ohio, Western New York,
and North Western Pennsylvania.

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General Agents for Kansas, Indian Territory, Oklahoma,
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ARIEL CYCLE MFG. CO., Goshen, Ind.

CHICAGO STORE: { 277 WABASH AVE.
35 VAN BUREN ST.

Drop in and visit with Plumb.

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FOR EITHER WORK OR PLAY

Take.....

No. 5 Kenwood Road Racer

STRONG ENOUGH FOR BUSINESS.
LIGHT ENOUGH FOR PLEASURE.
FAST ENOUGH FOR A SPIN.]

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'94 Catalogue explains.
Mailed from Agencies or Headquarters.

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Mention The Bearings.

Kenwood Mfg. Co.

253-255 So. Canal Street, CHICAGO.

This might be the VERY MAN

who won

■ ■ ■ 14 ■ ■ ■

World's Records

on a

STEARNS,

but it isn't.



It is just a picture of a gentleman from Waukesha, Wis.,
"before and after taking" a spin on the Stearns.
Mark the change.

E. C. STEARNS & CO., SYRACUSE, N. Y.



MENTION THE BEARINGS

THE BEARINGS

Vol IX
No 11

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, APRIL 13, 1894.

ZIMMERMAN'S PLANS.

W. B. Troy Gives Full Details—First Race Will be for a \$20,000 Prize—Cash Prize League to be Revived.

NEW YORK, April 12.—(Special.)—W. B. Troy arrived on the steamer Majestic this morning, and was eagerly sought after by the newspaper correspondent. He was ready to talk, and told all the plans he had made for Zimmerman's debut into professionalism. The Union Velocipedique Society, of France, gave Troy \$5,000, which was deposited in the bank of France to Zimmerman's credit. The American will receive as much more when he arrives in Paris. Thirty per cent of the gross receipts of each race meet goes to Zim, as well as \$250 for each race he starts in, aside from the prize money.

Zimmerman's first appearance will be on June 17, when he will race in Paris for a prize of \$20,000, put up by the city government of Paris for a five-mile race. Zimmerman's contract calls for his appearance at sixteen meets, one on each Sunday, the races not to be over ten miles.

Troy engaged a private house for himself, family and Zimmerman on Boulevard de Chateau, and they will remain abroad until November 1. Banker and Murphy will not be of the party, and Zim and Troy will sail in a week or ten days. Troy says that Harry Wheeler is homesick and that he was the most popular rider in Paris. Harry is entered for all the Italian championships. Ashinger, Waller and Martin are still in Paris, and have bright prospects.

Zim will race in all parts of Europe and is sure to make at least \$30,000 during the season. Wheeler and Crooks will be with him.

It is said that the Cash Prize League will be resurrected next year under the management of Troy.

BOSTON'S BIG MEET.

BOSTON, MASS., April 7.—The town is talking just at present about the preparations for the spring meet of the Massachusetts division. Great preparations are on and it looks as if it would be a great meet, the greatest ever given. A very good idea for the employment of the evening before has been advocated and talked about a good deal and has received a great deal of support. In the clubs of Boston and the near vicinity there is a great deal of talent which is utilized from time to time in club dinners and at club entertainments, and which is really very clever. It has been suggested that this talent be utilized for a grand concert May 29, the "night before," to entertain the visiting wheelmen from out-of-town. The scheme is to hire a good big hall, have a smoker and then have the turns done by the local talent from the local clubs. Such an entertainment would be a great feature and would be a welcome relief from the everlasting hanging round at the hotels the night before, which is usually all that the boys have to occupy themselves with, except making the round of the clubhouses and calling on the club boys. This plan would do away with all that and centralize all the fellows in one place. Here's success to it.

Although there is no programme as yet made out, the exercises of May 30, the day of the meet, will open with a run through the suburbs. At 10 o'clock there will be a parade, which will be larger than the one last year, and that was the largest the world had ever seen. The afternoon, of course, will be taken up with the races at Waltham over the new metallic surface. That surface has materialized and the engineers are actually at work on the track, making the necessary surveys for the laying of the surface and the grading of the stretchers.

Dirnberger Likes the New Surface.

There is a long stretch of this same material laid in the new union station here, and the other night observant travelers saw a man sprinting down the long stretches on a wheel going like mad, and then trailing slowly back to where a fat, jolly sort of a man stood with his face one round happy smile. The man on the wheel was Dirnberger. The fat man was William D. Bradstreet, the owner of the Waltham track, and the thing that made him smile was the verdict of Mr. Dirnberger on his surface.

It was this: "Brad, that is the fastest surface that I ever saw and it is going to be the fastest in the world. I do my training here if it can be fixed this year, now I tell you."

New Jersey Gives Up the Tri-State Meet Idea.

There is one man in this country who knows his business—that is, so far as setting himself straight with the newspapers is concerned. That man is Chief Consul James S. Holmes, Jr., of New Jersey. He has sent out the following letter to all the newspapers which print bicycle matter in the country. It explains itself:

Immediately after the National Assembly of the League of American Wheelmen at Louisville in February, I was approached by a representative from Pennsylvania with a proposal to hold a tri-state New York-Pennsylvania-New Jersey meet at Asbury Park.

The chief officers of those states and also the chairman of the National Racing Board were at once consulted, which resulted in July 13 and 14 being selected for such meet. The matter was fully ventilated among the delegates and met with unanimous support knowing then as we did that the Denver date would be in August.

This Asbury Park meet was not intended to in any way conflict with the national meet, but our friends in the west seem to fear their eastern rival to such an extent that they have raised a great cry that Asbury Park meet would injure them. New Jersey, always loyal, has therefore decided to abandon the tri-state idea, but will hold the dates selected, at which time the New Jersey division of the L. A. W. will hold the largest circuit meet ever before attended.

This letter has been written to set straight a matter which has been much mixed in cycle columns.

That man knows his business.

Boston's Adieu To Zimmerman.

One of the Boston papers commenting on the fact that Zimmerman had left the amateur ranks said: "So Arthur Augustus Zimmerman has fled the ranks of the amateurs! It is a move worthy the craft and the long head of the greatest man who ever sat on a wheel. There was never a man just like him, and it is safe to say that there never will be another man of just the same qualities put up in just the same proportions of nicety that good old Zim was blessed with. Why did he do it? Money and a desire to still stand first in his class. One reason is inseparably bound up with and related to the other. In no branch of sport has a man occupied the top-notch for so long a time continuously as Arthur Zimmerman. There came a day when he was defeated. And another day followed it. Those must have been bitter days for Zim. His friends said he was tired out and unfit. That was his lookout. He knew he was to meet the man he most feared—Walter Sanger—at Springfield on that September day in 1893. If he was not fit, no one was to blame but himself. However that all may be, that vast crowd of people who saw him ridden away from felt sorry that he was defeated and we were all Zim's friends then. Doubtless he realized when he saw Sanger's giant body flash by him on that crazy stretch that he must give up the proud title of champion if he rode in 1894 against this wonderful man from Milwaukee who had been laid up for weeks with a shattered system and had trained so mightily to ride and defeat him. It didn't need a surgical operation to make Zim see the significance of that race. When it became settled that Sanger would ride under Leeming Zim reasoned thus:

"If I stay in the amateur ranks I will be beaten by Sanger repeatedly unless I ride only at the big meets and keep myself in the best possible condition, and then there is a risk. I can't make enough money even under the new rule to follow only the big meets. If I leave the ranks now, I leave them as amateur champion virtually, as those two defeats at Springfield will not count against my hundred firsts won last year. I can go into the professional ranks and be a king pin there, win all the purses I want to, get a big bonus for leaving the amateur ranks and all around make a pretty good deal. So here goes."

"Ah, good old Zimmerman, you have a long head and you have shown it now clearer than ever before. We shall miss your expansive smile and your lazy lounge to the tape this year. You have ridden like a gentleman and you have won your races with a sort of gentlemanly deprecation of the necessity of riding away from the rest that was delicious to see.

"Many and many a good man was beaten when he got up at the tape with you, but no man can ever say that you ever, for one single instant, rode a tricky or an unfair race.

"Keep up the good record in France, and when we come to gay Paree we will come and see you do the spurt.

"Vale!"

NEW YORK.

Two Stearns Teams—Schwalbach's Reception—M. A. C. C.'s Gratitude—Doings of the Various Clubs.

NEW YORK, April 9.—Last Saturday, at 3:30 p. m., the City of Augusta steamed away from her pier, having on board one of Stearns' racing teams bound for Savannah. Charlie Murphy is in charge of Team No. 2, which will consist of himself, Charles H. Callahan, and Ray Dawson. The other team will comprise John S. Johnson and George F. Taylor, under the guidance of Tom Eck. F. Howard Tuttle is manager of both parties and will make Syracuse his headquarters, while Eck and his men will leave Savannah in about one month for the west, Murphy et al coming east.

In conversation with Murphy before departing, he admitted that the night previous he had tried on an old pair of racing tights, the same ones in which he rode his last race as an amateur (before he was suspended) last summer. Charlie says the

Tears Came to His Eyes

at the memory, and he immediately put the suit of "tender recollections" away in his trunk. Such instances as these illustrate the affection which a man can cultivate for any special line of sport, and when one is found like Charlie Murphy, it is tom-cats to tomas that something more than speed is among his qualifications.

The fact that George F. Taylor has joined the Stearns outfit is rather interesting. Such a red-hot Rambler man to flop over to the yellow wheel conveys several ideas to one familiar with him. Undoubtedly Taylor's challenge to Johnson will now be withdrawn, inasmuch as they are both riding the same wheel. Taylor will be a useful man to Stearns, and equally as great a loss to Gormully & Jeffery. The party intend making their headquarters at Thunderbolt, about half a mile from the track. Immediately on reaching Savannah the

Active Training Will Begin.

In a long talk recently with W. F. Murphy, the subject of Jimmy's desertion of the amateur ranks was broached. Murphy believes, as does Chairman Raymond, that this year will see the greatest racing ever witnessed. In reply to the question, "Who do you think will prove himself fit for the title of champion?" he replied conservatively, "Well, in my mind there are but three men who can really lay claim to any championship distinction, and they are Sanger, Johnson, and Tyler. Of these three I am inclined to pick the latter, although they are all pretty evenly matched.

Schwalbach's Reception.

The third annual reception given by Charlie Schwalbach at his cycling academy, in Flatbush, last Wednesday, was a success in every way. The attendance was large, the entertainment part of the programme was really clever, and the lunch and dancing most enjoyable. All day long the callers came and went, the store being elegantly decorated with flowers. During the evening exhibitions were given by little Eddie Schwalbach, Horace Snyder, W. S. Maltby, W. H. Barber, and others, in fancy and trick riding. Interspersed with the cycle exhibitions were musical selections, both vocal and instrumental. The press was tendered a collation after the show, while dancing kept the ladies and gentlemen present until an early hour of the morning.

The Prize Bowling Cup

which the Brooklyn Bicycle Club won during the past winter, and which was presented to them on the occasion of the M. A. C. C. dinner recently, is one of the proudest acquisitions of the club. The officials of the organization have decided to tender a banquet to the members of the bowling team on the 27th inst.

While on that subject it may as well be said that no mention whatever was ever made at the presentation of the silver trophy for the pool championship as to who the donor was. It was none other than genial Alex Schwalbach, and in speaking of the same recently he put it in these words: "I am tempted to call the M. A. C. C. a

Mutual Admiration Association

of Cycling Cuckoos. Why? Well, I'll tell you. You see that silver cup presented to the pool champions was donated by myself and, to be exact, cost me just \$68. I gave it simply because I had the welfare of the sport at heart, and wished to do something which would help along the association during the winter. So far, so good, but when a man, after doing that, is approached and threatened, if he refuses to buy a ticket to their annual dinner, then I begin to think aloud. The tickets were only \$2 each, but when I refused to purchase one, I was at once put down as one who was working against the interests of the M. A. C. C. How absurd! I was told point blank that I need not expect to get in to the dinner, unless I gave up my little \$2."

Zimmerman May Revive Professionalism.

This talk about Zimmerman being about to revive professional racing in America may or may not be true, but the facts in the case are these: When Zim returns from France he will bring with him about six or eight professionals. Now, why is he going to bring them over to America? With the N. C. A. practically dead, how will the foreigners make it pay? And right there is where W. B. Troy is discovered in the far-off distance. If any man on earth could have made professional racing a success last year, that man was Troy. But no, he knew too much, so some of the others said, and the result was that he got out.

A Very Likely Occurrence

to look forward to this fall is the formation of another Cash Prize Association, with W. B. Troy and A. A. Zimmerman connected prominently—Zim's cash and Troy's brains and experience.

If Zimmerman, Linton, Terront, Wheeler, Warwick, Billy Murphy, Shorland, Banker, and Harris, were advertised to appear at Manhattan field, on a certain afternoon, would it pay to charge 50 cents per head, and run off the races for money? It certainly would. The same thing applies all over the country, and although the entire thing is but a surmise, it might be further off than it is, from what will occur.

The Theatrical Entertainment,

which the Montauk Wheelmen of Brooklyn, propose giving on April 24, will be largely attended, and thoroughly successful. The performances will be held in the Criterion theater on Fulton street, and parties from the various clubs in Brooklyn will attend in a body.

Decoration Day this year bids fair to be the greatest one yet, from a cycling standpoint. Race meets will be held in all parts of the country, while no less than eight interesting road events, or track meetings will be settled in the immediate vicinity of New York. Yesterday was rather a disagreeable day, notwithstanding which the Jersey roads and city boulevards were literally alive with wheelmen all day long.

The Old Club Run

seems to have fallen off considerably, and in its place have come the quiet "scorches" of two or more club men, rushing along roads anywhere within fifty miles of the city. However, some of the club runs are better attended than ever, but only those (such as the K. C. W.) whose entire riding membership are scorches of the most positive stamp. When a K. C. W. run starts, the fun begins and woe betide the novice who tries to keep pace with these flying men awheel.

Mrs. L. C. Boardman, wife of the cycle man on the New York Recorder has been elected to honorary membership in the English Mowbray House Cycling Association. Lady Henry Somerset is president of this organization and in electing Mrs. Boardman into their fold, not only an enthusiastic, but practical wheelwoman is added to their list.

Mrs. Boardman has been granted privilege to

Organize a Branch Association

in the United States, the idea of connecting all English speaking countries to their organization being to advance courtesy and pleasure to any of the various members when abroad.

The warm time which was being looked forward to, on the occasion of the Brooklyn Bicycle Club's election, next Tuesday night, has been spoiled. Every one expected war to the knife, on account of the regular ticket being made up without Walter L. Sinn's name being down for vice-presidency; an opposition party having at once sprung into existence thereby, nominating practically the same men on their ticket as the regulars, with the exception that Mr. Sinn was on the "oppositions'" ticket for vice-president.

Buttonholing and Electioneering

had become rife among the opposing factions, when Geo. T. Stebbins, whose name was down on the regulars' slate for the position which Walter Sinn has held so long, very gentlemanly declared himself as being entirely adverse to the desire of raising any feeling in the club, and therefore he withdrew in favor of Mr. Sinn, and now peace reigns supreme in Hanson place.

J. F. Starbuck, of Marion, Iowa, left New York for Havre last week, where he will attempt to gather in his share of Parisian gold. At five miles, or over, he certainly is as fast as any of them, but for a shorter distance he will not do. He is as

Fast at the End of Fifty Miles

as he is at the completion of his first lap, and seems unable to sprint until twenty miles has been covered. His trainer and backer, Sam Lee, of Mechanicsville, Iowa, went along with him. And will see that every ounce of speed in Starbuck's make-up is brought out at the proper time.

On April 11 the Lincoln Wheelmen, Gotham's newest club, held their inaugural reception to raise funds enough to secure better quarters than their present ones. Just now they are located on east Eighty-fifth street, in quarters entirely too small. The reception was held in Wooley's hall, east Eighty-fourth street.

To Disfigure Prospect Park.

An application from a trolley company has been received by the Prospect Park commissioners, whereby permission is asked to run a line of electric street cars through the park, via the driveways. It is said the application is being considered. What disgusting nonsense it is to even listen to such a proposition. Why should any traction company be allowed to spoil the beauty of our public pleasure grounds—the parks? The idea is so ridiculous, and so uncalled for, that a speedy verdict, adverse to the improvement destroyers, must needs be the only decision reached.

Club Will Join the League.

Last Monday night the Patchogue Wheelmen held their annual meeting in Patchogue, L. I., and officers were elected. The club will give considerable attention to racing this year. It contains several fast riders. Messrs. Roe, Ketcham and Smith were appointed a committee to correspond with the L. A. W. with a view of joining in a body. Several new members were elected, and the club was reported to be on a sound and prosperous basis. Being but one year old its growth has been remarkable, and the good it has done to the sport is apparent at a glance in that locality.

A TRIP TO CHINATOWN.

How New York Wheelmen Amuse Themselves Visiting the Chinese Theater and Gambling Dens.

NEW YORK, April 9.—The latest thing in the way of clubs is a "Chinatown Push." It was organized one night last week by several cycling newspaper men, and its object, as embodied in the constitution and by-laws, is to "educate" all visiting wheelmen or cycling-paper representatives who chance to strike New York. When a racing-man, scribe, or traveling salesman drops into Gotham, he is bound, in the course of his calls, to meet one of the "Chinatown" members, and straightway an invitation is extended to him to join the party on its regular Wednesday night trip. The route taken last week was as follows: From headquarters in one of the cycling paper's offices up Park Row to Mott street, where various calls were made on such distinguished personages as Wing Wo Hing, Chinatown's wealthiest merchant; Wing On, merchant and importer; Son-Quong-On, all the fan-tan games in the section, several opium joints, where strange sights indeed were seen, and the Chinese "joss" house, their place of worship, where it becomes necessary to remove the shoes before entering, and where a picture of their idol is worshiped and incense is continually burned. Supper was eaten in a Chinese restaurant, where mysterious viands are produced from the rear apartment. Some one remarked last week, that "they may be rats, but, by George, they're good." Perfumed tapers are burned in their eating houses.

At 9 o'clock a call was made at the Chinese theater, in Doyer street, where, for 35 cents, more knowledge can be obtained of the peculiarities of Chinamen than is conceivable. The theater will stand a short description: It has low ceiling, triangular in form; at one pointed end is the stage, roughly painted in red and green; at the rear of the stage sits the orchestra, and a more discordant, weird style of music (?) would be hard to find. The characters are four in number, two men and two women, all Chinese. As one of the last party to attend this show described it. There was a hero, a heroine, a soubrette, and a comedian.

The Orchestra.

Invariably when the conversation ceases the orchestra does likewise, but when the monologue is continued then is when the musicians get in their fine work. A poor comparison to that confusion called harmony, is—well, say the pandemonium which breaks loose at the midnight hour of every New Year's eve. Horns, tin-pans, clappers, flat-irons, slats and an occasional wail of anguish are heard. It did not take long to understand when to laugh and when to remain quiet. When the heroine tapped the soubrette with her fan, it is the cue, and if a white man laughs at the right time he immediately becomes a good fellow in the minds of the Celestials. At least the investigating party thought so. But it proved one of those things that works both ways, and at one "tap" of the fan which, was supposed to be the most serious part of the show, the "Chinatown Push" became extraordinarily hilarious in their laughter, while the Chinamen wept. This very nearly precipitated a riot, and the play was stopped while the injured feelings of the natives were smoothed over. In the audience were about 800 Chinamen, all dressed alike, each one with those funny felt hats perched on the back of his head, a cigar in one hand and a handful of "poppy seed" or Chinese nuts in the other. First they took a puff, then a bite on one of the seeds and every fourth puff they spit. Their style of sitting down was unique. The benches are of hard wood, with straight backs. Instead of sitting as an ordinary man would, they perch themselves on the back of the bench, place their feet on the seat, and expectorate one step further down on the floor. When a Chinaman is pleased at the performance, he smiles, and when the heavenly expression creeps over his face it is easy to appreciate the inspiration under which Bret Harte penned those lines about "A smile that was childlike and bland."

At about this point an argument arose between the chief guide and our friend Hop Wah, as to who owned a cigarette which both had discovered on the floor at the same time. The gibble-gabble was breaking into a roar, when four Chinese longshoremen entered and the "Chinatown Push" escaped.

COLONELSTOWN GOSSIP.

LOUISVILLE, KY., April 8.—Our chief consul, E. H. Croninger, of Covington, has been appointed as southern member of the Racing Board. Kentucky has been favored with this distinction now for three years in succession, three different parties having held it. A prominent League member in this city was offering to bet that he could name the man who would be put forward by Kentucky next year, as it seems to be a family affair, not going out of a certain set of members. There are only two left, and as one is the local member of the state board he is out of the race.

The state racing board this year will consist of J. W. Clendenning, of Covington; M. J. Fleck, of Louisville, and T. C. Walden, of Owensboro. Every one of the gentlemen have the confidence of the members in their territory, and it goes without saying that the appointments are popular. M. J. Fleck is the official handicapper for this district.

Two local firms of bicycle agents had rather a serious April fool joke played upon them in the east. The party called upon the Pope Mfg. Co., in Boston, and represented himself as G. M. Allison, their local agent, and ordered four wheels shipped to them at once, and paid for them with a forged check of \$225 on the Second National bank of this city. He also ordered a light carriage from the Sargent & Ham company, paying for it also with a forged check on the same bank, and had it shipped here. As

Mr. Allison needed the bicycles he will accept them when they arrive, but he has no use for the carriage and will be compelled to refuse it. The same party went to Hartford, Conn., and ordered a \$225 diamond ring, paid for it with a forged check, and ordered it shipped to Jefferis Bros. From the arrangements made by the party it is seen that it was intended as a joke, as he did not take any goods with him, but told the parties not to ship the goods until the checks were paid. Neither Jefferis nor Allison have any idea of the identity of the party playing the joke, and as no one loses anything by it, they can afford to laugh at it.

The Owensboro Meet.

The committee on races for the Owensboro meet has issued their programme, which is gotten up in very good shape, both typographically and otherwise. There are enough races for Class B riders to attract that class, and enough for Class A to arouse local interest. If the people who visit Owensboro in June do not have a pleasant time it will not be because the committees have not worked hard enough. It claims to have thirty-seven distilleries in its county, and will be able to call upon several adjacent counties if the local people are unable to supply the demand made upon them.

Lawson Originated the Scheme.

The *American Wheelman* paid a very deserved compliment to the efficient secretary-treasurer of the Kentucky division, Owen Lawson, in its issue last week. Mr. Lawson is a hard worker, and deserves far more credit than he gets. He originated the census plan, and has directed it for two years in this state, and is very proud to see that the Wisconsin people are using his plan, but thinks they might give him credit for originating the idea. His circular was printed in this paper March 9, and it looks as if his claim is well taken.

Kind Act of a Non-Wheelman.

Mr. R. J. Tilford, chairman of the board of public safety, a non-wheelman, voluntarily went before our board of public works and made a very good argument to them for the benefit of the wheelmen in this city. He claimed that such a large body of men should be entitled to a few privileges, the granting of which would harm no one. He recommended that the B. P. W. should prohibit street sprinkling before 9 a.m. and after 4 p.m., saying that by the time of the morning hour every man would be at his office, and by the time the last hour's sprinkling had dried enough for a wheelman's comfort, that the same men would be going home. He took this stand because his own board had under consideration an ordinance to prevent riding upon the sidewalks, and which, from his own observation, was compulsory very often on account of the flooding of the streets.

Kentucky's Big Men.

Kentucky has long been noted for its large men, and the thought of this induced your correspondent to hunt up some of the typical Kentuckians. After reading over this list you will agree that Louisville has a pretty good lot of heavy weights and tall men riding wheels. Heavy men: Dr. B. Oscar Doyle, 237; Dr. E. B. Scribner, 225; Albert Rentlinger, 225; Joe Williams, 220 pounds, and Dr. A. L. Monroe, 200 pounds; total for the five, 1,107; average, 221. Tall men: David Lane, 6 feet 6 inches; Sam Stites, 6 feet 3 inches; Zack Offutt, 6 feet 2 inches; V. S. Arnold, Kenneth McDonald, Ed Meglemry, and Ed A. Newhaus, 6 feet 1 inch; average, 6 feet 2 inches. Now look on this lot: Cal Pfeiffer, 6 feet 2 inches, 250 pounds; Tom Lane, 6 feet 4 inches, 237 pounds; Warren Green, 6 feet, 286 pounds; Tom J. Batinau, 6 feet 1 inch, 220 pounds; John Caperton, 6 feet, 215 pounds; average, 6 feet 1 inch; average, 241 pounds.

In addition to these noted above, we claim the hardiest man for his age in the L. A. W., "Pap" Ruff, of Danville, who is over 65 years of age, and who, with a companion, made the trip to the Yellowstone Park and return last summer on his wheel, pedaling the whole distance. At every state meet he is the jolliest member attending, and if unable to be present, his absence is always noted.

Will Have a Grand Union Run.

At the meeting of the Associated Cycling Clubs of Chicago last Tuesday night arrangements were made for a union run of all the clubs in the city and vicinity, over the Chicago road race course. The run will be held May 6, the start being made from Grant Monument at 10:30 a.m. The club having the largest number of men in line to lead the procession. Three prizes, valued at \$25, \$15, and \$10, will be given to the clubs having the largest turn outs. The following have been named as officials for the big race: Referee, R. D. Garden; marshal, Harvey L. Pound; judges, C. E. Randall, K. F. Peterson, F. J. Fanning, John Erickson, G. G. Greenburg, and H. M. Gardiner; assistant judges, H. P. Andrae, A. W. Roth, M. A. Lane, N. H. Van Sicklen, F. W. Gerould, and W. C. Thorne; timers, F. W. Morgan, E. C. Williams, M. A. Hosford, and J. O. Blake; assistant timers, Fred Ingalls, J. M. Erwin, W. A. Davis, and A. F. Harner; starter, L. W. Conkling. It was decided to apportion the money for the time prizes, according 60, 25, and 15 per cent of the net proceeds after the expenses of the race had been paid, limiting the first prize to a value of \$250.

The committee that managed the International meet last year was given permission to use the name of the Associated Cycling Clubs in running the Saturday matinees this summer.

Bresler Will be Tried.

NEW YORK, April 10.—The trial of ex-Chief Consul Bresler, of the Michigan division, has been fixed for May 12. The executive committee will hold a meeting, Sunday, at the Grand Union hotel.

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Advertising Rates on Application.

Copy for advertisements must be in hand the MONDAY before publication.

All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.

All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

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Wellington Hotel.	Chittenden House.	Genesee Hotel.	Astor House.
Grand Pacific Hotel.	CINCINNATI, O.	Tift House.	Fifth Ave. Hotel.
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Sherman House.	Palace House.	SPRINGFIELD, MASS.	PHILA. PA.
		Cooley's Hotel.	Bingham House.
		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

DIVORCED FROM THE TRADE PUFF.

It is a question whether the elimination of the trade note is, after all, any advantage to the League's new *Bulletin*. Reading matter which sets forth the advantages claimed by various makers for their machines makes reading which appears to interest a large class of cyclists. We fear if some of our esteemed contemporaries were stripped of their trade notes their residual contents would be pretty barren stuff. In the trade note connection we may say that it seems to us that certain of our friends make a bad blunder in their monkey-like imitation of the English manner of scattering "puffs" here and there through their papers—shoving them into odd corners, and sandwiching them between paragraphs which come under the head of general news. When the cyclist wants trade reading he wants it, and just so when he is looking for news, and to force a "reading notice" upon his attention when he sits down to read something else is not using him right. The place for business notices is in a department by themselves. Then the reader who is looking for announcements knows exactly where to find them. Such a department makes an interesting and attractive part of the paper. The advantages of it are shown in the increased reading of the advertising pages and increased fruitfulness of the advertiser's test of the paper's circulation.—*American Cyclist*.

What our contemporary says has a great deal of truth in it. "The place for business notices is in a department by themselves." Right. The man who penned the sentence must have had THE BEARINGS in mind when he wrote it. THE BEARINGS long since recognized the fact that its readers wanted their news classified for them and it is its aim to give all the news, but to so classify it, that the reader can find the subject for which he is looking with the least possible trouble. That it has succeeded is proven by its phenomenal success. All matters pertaining to the trade are in a department by themselves, in the back of the paper, never an item being allowed to creep into the fore part which is devoted exclusively to the sport and pastime of cycling.

With the *Bulletin* the case is different. The readers of that paper as a class are not the men who care much about what is going on in the trade. They read the paper to keep up with the progress of the sport, and to be advised of the doings of the League. The official department is to the *Bulletin*, what the trade part of other papers is to them. The publishers of the *Bulletin* have made no irrevocable decision against the use of the trade puff, but they have determined to eliminate it for the present, at least, and to give the thing a thorough trial. If they finally find that it is a necessary adjunct to a cycling paper, they will accept the inevitable with the best grace possible. We do not think that they will find it necessary.

POTTER AND ELLIOTT.

There seems to be considerable misapprehension in the average wheelman's mind as to the status of affairs in the roads improvement cause. Isaac B. Potter, once the only idol of the League enthusiasts in the cause,

has been supplanted by Sterling Elliott. Instead of quietly dropping out of sight he has come boldly to the front to defend his prestige. He will still work in the cause of good roads and will have a publication of his own with which to work. To the average mind this means war. It is not necessarily so.

Potter has challenged the admiration of every one by his tenacity to the work. It can be explained in only one way. He is not in it for the money. A man of his parts is worth more elsewhere. He is one of the unfortunate who has a breast in which true enthusiasm finds a lodging place. Having devoted years to the work, he feels that it would be a shame to give it up. So he sticks to it. That does not mean war. The two publications, although gotten out in the same cause, will be run on totally different lines and need not necessarily clash, and, we think will not clash.

Potter has been tried and proven; Elliott is untried. Elliott has the backing of the League; Potter, of himself. It seems to be a fair start. Who will make the best showing at the end of a year—or five?

STRAY SHOTS.

Who Will be King This Year?

Zimmerman's retirement from the amateur ranks will have one good effect. It will make better racing, and the fight for his discarded crown will be fierce, indeed. Heretofore it has only been a fight for second honors, but now with Zim out of the way, Sanger, Tyler, Johnson, Bliss and Dirnberger will ride as they have never ridden before, for now they see a chance to win the proud title of champion. Sanger, perhaps, has the best chance. Last year he was the only man who made any showing against the man from Manasquan, and if he shows the same form this year he will be decidedly dangerous. His stable-mate, Tyler, should not be forgotten. His long rest this winter should have put him in fine shape, and he will be a factor not to be overlooked in the fight of '94. Johnson, too, is liable to fool the talent. The Minneapolis boy is constantly improving, and if Tom Eck is any judge, he will be well up in front at the end of the season. What Bliss and Dirnberger will do is problematical. These diminutive record-breakers will have something to say about the kingship, however.

So now, good people, prepare to witness racing this year that is racing, and which is not a fight for second honors. The sports of the Romans will pale before this, the sport of the people, not of kings.

Daily Newspapers' Ideas of Bloomers.

It wouldn't be a half bad idea for some philanthropic millionaire, who is fond of cycling, to start a school where the artists on the daily newspapers could go and get true ideas of bicycle construction. Then they would be able to draw pictures of wheels without forgetting to put in two or three necessary braces or making the wheels lopsided. Two models could be placed in the school. One of them could be dressed up as a bicycle rider, of the masculine persuasion, while the other could put on the rational dress. Then people who look at the cycling pictures in the big dailies would not



have to laugh and think that the sport was mere boy's play. We show two of the latest pictures from the Chicago press. The one with the short skirts is taken from the *Evening Post*, a paper whose artists know how to draw. But here is a time when one of them fell down, and instead of making a picture made a caricature. The other one is from the *Tribune*. Instead of getting it true to life he has held the costume up to ridicule. He should know better, for he is a wheelman—or was at one time—having worked on a Denver cycling paper.

He Didn't Understand the Agent.

A mighty good story is told of one of our best known retired merchants, and the truth of it is guaranteed by several of our city fathers. The merchant in question has a famous reputation for misusing big words and making the most ludicrous mistakes, but this one caps the climax, says the Waterbury (Conn.) *Globe*. The gentleman referred to happened into the city hall the other day just as a book agent was telling Jim Callahan about

the absolute necessity of every one having a set of encyclopedias for general reference, and as Jim had no use for them he put the book agent off onto the retired merchant, telling him that he was dead sure of a sale to him. The agent thanked his informant, and tackled the new perspective customer and expiated on the merits of the encyclopedia, but the ex-merchant somehow got the words encyclopedia and bicycle mixed up, and he thought the agent was trying to sell him a bicycle.

It appeared that he had a little nephew visiting from out of town at his house, and it struck him that it would be a good scheme to get a couple of bicycles for his son and his nephew, and he said "yes, you might just as well send a couple of them up to the house for the boys."

"But, Mr. ———," persisted the agent, who was delighted at the prospect of making two sales, but who wanted, like all of his class, to make another one if he could, "don't you think that you could use one yourself?"

"No, I'm getting pretty old now," answered the ex-merchant, "and if I attempted to ride one of the d—n things down hill I'd fall off and get killed sure!"

Those who were standing near and understood, appreciated the joke, but the book agent looked in amazement at the man, and then cautiously sided for the door. He thought that he had either run across a lunatic, or that the merchant was guying him, and in either case it was time for him to get out.

Poor Sanger!

We had thought that Sanger had got rid of all those fool friends of his who nearly ruined his chances as a racing man by talking so much. But we were mistaken. They are still with him, and talking as much as ever. Their latest is, "It might have been."

If Zimmerman hadn't turned professional Sanger would have shown him who was the better man, is the gist of their conversation, and they are telling how sorry the Milwaukee giant is because he will not have a chance to meet his great rival this year. This kind of talk makes the wheelmen tired, and we advise Sanger to tie up all these fool friends in a bag and throw them into Lake Michigan.

Cycling Arithmetic.

Arithmetic is said to lose its power in cycling, says the French paper, *Le Cycle*, which gives the following examples: According to ordinary arithmetic one unit united to another gives two units, but in cycling a cyclist united to another cyclist gives two tandemists.

If we subtract two from ten, the result is eight, ordinarily; but in cycling, if we subtract two bicycles from ten, the result is a conviction in the police court.

As to the multiplication of wheelmen, it can be said that they reach figures that the pythagorean tables never imagined.

Fractions are pieces of a machine generally separated by a fall while going at full speed. They can be indefinitely multiplied.

Addition is an operation generally practiced by hotel keepers, and is generally difficult, if we stop to consider that there is generally a dispute over the result. When the result of the addition is wrong, the wheelman has no other way to prove it than to jump on his wheel and leave the irate landlord talking to the empty air.

Three Classes in the Paris-Bordeaux Races.

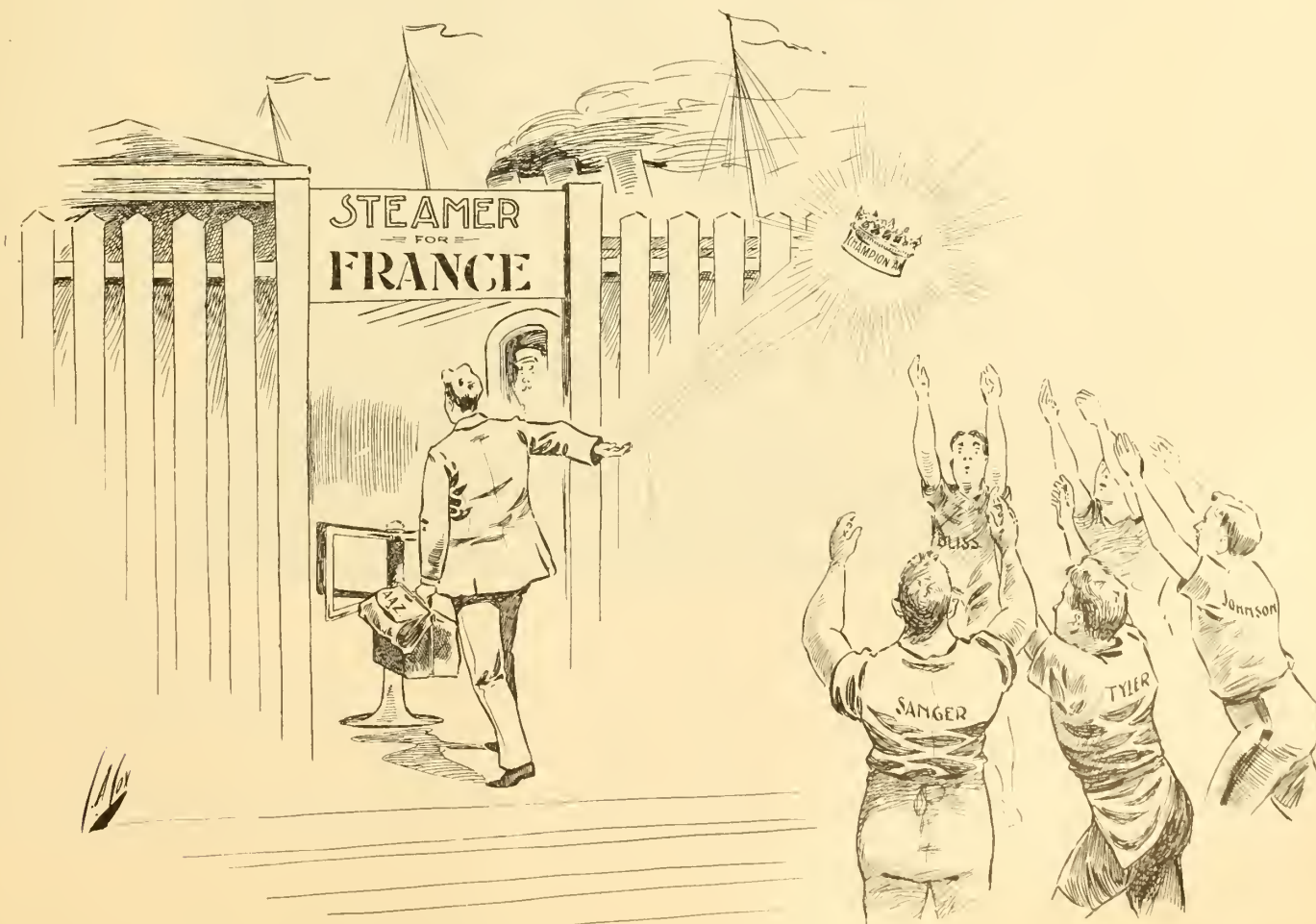
In the annual Paris-Bordeaux road race, May 19, the racers are divided into three classes—speed racers, roadsters and veterans; racers of any age can join the first class; the roadsters must be thirty years old; those who were among the first three winners in a road race of 190 miles, or over, last year, are excluded, also the winners of the Paris-Bordeaux of 1893. The riders can not claim any prize outside their own class. They must furnish a certificate of their birth, and \$4 entrance fee. This is returned to all who start in the race. The maximum time to be made is three days for the speed men and roadsters, and four days for the veterans. There will be special prizes for young racers for thirty-six and forty-eight hours.

The *Veloce-Sport*, which organizes this race, will establish registering stations, and checkers will be placed along the road, night and day, a points not determined in advance.

"April Fool."

A good joke was played on C. A. Emise, who controls cycling in Utah. He is captain of the Social Wheel Club, of Salt Lake City, and called a run to a neighboring town for April 1. As the crowd sat down to dinner the waiter brought in a beautiful frosted cake with "Capt. C. A. Emise" on the top in nice frosted letters. This completely upset Emise and he tried to make a neat little speech, but failed utterly. He then started to cut the cake, but the sweet thing refused to be cut. Upon investigation it was found that some joker had taken a tin pan and had covered it over with frosting making it resemble a very nice cake.

Thomas F. Sheridan says that through the publishing of his photo he found a cousin whom he had not seen in many years who is now away down in Texas. The latter happened to pick up a paper that came wrapped around a package and saw the picture of his cousin on it. He wrote, and now the cousins are carrying on a correspondence.



Who will get the discarded crown?

HOW TO RUN A BIG CLUB.

Syracuse Club's Dues Are But \$12 Per Year—Rome, Utica and Auburn Are Howling.

SYRACUSE, N. Y., April 8.—Cycling clubs throughout the United States when learning that the monthly dues at the Syracuse Athletic Association and Century Cycling Club are but \$12 a year are in a quandary to know how under the sun it can be done. When considered that the clubhouse of the Syracuse Athletic Association was erected at a cost of \$75,000, it doesn't seem possible that its members can enjoy the lavish privileges given for so small a sum each year. In the large cities the dues run as high as \$40 a year, and hardly ever under \$20. In the home of the S. A. A. every comfort that money can procure is provided. There is gymnasium, bathrooms with attendants, reading-rooms, twelve pool and three billiard tables, card-rooms, fit for the royal family, cafe, wheelroom, exquisite parlors, and several cosy little nooks to make the home something to be marveled at. And to think that 750 members have all these facilities for \$12 a year. Cycling magnates and representatives of the trade who have been the guests of the hospitable club men are mystified as to how this state of affairs can be carried on with a paying basis.

How Is It Done?

The local organizations have boards of directors whose interest in the affairs pertaining to their club are second only to personal matters. Everything is conducted on an economical basis and made to pay. Club loyalty is another answer to the important question. If other cycling organizations would copy after the pattern of the Syracuse clubs their own organizations would thrive and live. A large membership is essential. This is written with the intention of giving an idea what luxuries can be provided for wheelmen at a very small cost.

A Controversy Is Now Exciting the Clubs

in Auburn, Utica, and Rome, three important wheeling centers in central New York, the outcome of which will bear on Chairman H. E. Raymond. It seems that Auburn applied for a sanction early this year, and began its advertising last fall. It has been customary with Rome to hold a Memorial Day meet annually, and they also made application for a sanction. Then up bobbed Utica asking for the same privilege, and against all racing precedents, all sanctions were granted. The strange thing about this business is that the three cities are within the fifty-mile limit, and Utica is situated but fifteen miles from Rome. Syracuse wheelmen and those in surrounding towns are relied upon by Rome for a good share of the attendance. Now there are three cities to choose from on Decoration Day, which makes the strife to secure the friendship of the neighboring wheelmen both hot and exciting. Rome howls because Utica was granted permission to hold races on this day. Utica enters a cry that their application was acted upon first, while Auburn sends up a dismal wail at the utter foolhardiness of Chairman Raymond in not allowing their club to have all of the pie. It is a dangerous situation, and one the Racing Board will answer for. Chairman Raymond in an interview is quoted as remarking that he granted the sanctions

as a experiment, explaining that Rome and Utica have been at dagger's points over this date, and that he intended to give the next sanction to the city whose meet proves the most successful. Meanwhile, the maledictions that are being hurled down on his head are something awful. He is denounced right and left, and doubtless notes the bad feeling that he was the means of hatching. Only one thing is imminent. Neither of the clubs will make a cent, and can be fortunate if they come out of the hole alive.

Osmond Once More a Racing Man.

It is hard to give up racing. The fascination which lingers about path racing is hard to shake off, and we often find old timers racing when they ought to be on the retired list. From our English exchanges we learn that Fred J. Osmond has been unable to resist the temptation and that the famous racing man has once more become a racing man. At a recent meet he mounted in the mile open and won his heat easily in 2:32 1-5. He did not get up for the final, but rode in the half-mile handicap, failing to catch his men, but finished in 1:06 2-5. Osmond rode in the ten-mile open and when the bell rang, Stroud jumped him and got a lead that Freddie could not overcome. While the two were fighting with each other, Fisher stole a march on them and beat them both out. Osmond was a good third. Time 26:50.

A Reminiscence of Terront's Ride.

Charles Terront, the Frenchman, it will be remembered, rode from Paris to St. Petersburg. All along his route he was given receptions. Since finishing the ride one or two good stories have crept out. Here is the latest.

The wheelmen of Huy, Belgium, hearing that the recordman would pass through their town made preparations to meet him. About the time he was expected it began to rain; some of the cyclists, tired of waiting, went home, while one rider who remained decided to play a joke. Procuring a waterproof he wrapped it around his head and started to ride to the city. He had not gone far before he met the wheelmen, and a procession was formed. The procession soon reached the principal street of the city. A

thousand cries were heard, "Vive Terront!" "Vive la France!" "Vive la Russie!" These exclamations were made by the crowd of spectators, who, braving the incessant rain, ran to see the celebrated cyclist. There was great enthusiasm. They gave a brilliant ovation to the false winner of the Paris-Brest road race. Cannons were fired. The brother-in-law of the false Terront was warm in his shouts for the recordman. The false Charley wrapped in his large cloak, leaned upon his flowery handles and passed through the crowd without speaking. The recordman hardly showed the end of his nose and went through the city like a Greek hero carrying Olympic prizes.

The crowd soon dispersed and did not see a little wheelman who passed through the principal street, black and bronzed, an energetic form, hardy eye, clothed completely in gray, and covered with mud. It was the real Terront, accompanied by two liege wheelmen and a single Huy pacemaker.



Wheelmen—not Brownies—at Bear Creek Canyon, Colo.

Bicycles as a Side Line...

A prominent hardware dealer writes an interesting article on the question—advises members of the Guild to handle wheels.

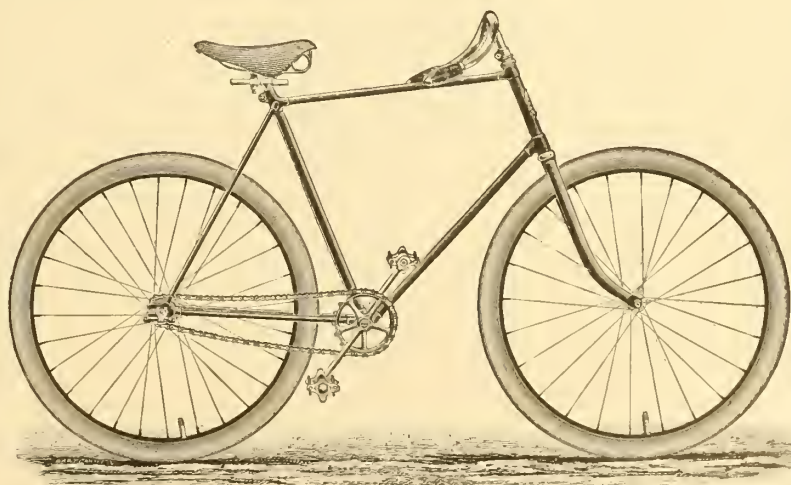
Under the above heading there appeared in last week's "Bearings" an article covering a page and a half, copied from the "Hardware." It was a prize essay, selected by the editors of the "Hardware" from a large number of competitive articles on the relations of the bicycle business to the hardware trade. It was from the pen of E. C. Cole, of Cole & Cole, Council Bluffs, Iowa, and Mr. Cole writes us that perhaps we will be interested in knowing that their success in the bicycle business has been attained entirely by the sale of the **Waverley**.

Mr. Cole, we thank you for this assurance as to the merits of our goods, and we can in turn assure you that we most heartily appreciate your frankness in expressing your opinion of the wheel, and trust that our business relations in the future, as in the past, will be of such nature as to insure a perpetual existence of same, to our mutual benefit.

...The *Waverley*

Is sold to one agent only in each town. The territory is exclusive and is protected. The Waverley **always** brings list price. The Waverley is the best value on the American market today. The Waverley is warranted equal in grade to any machine built in America, regardless of price. The Waverley is low enough in price for the poorest, and high enough in grade for the most fastidious. It is the peer of all bicycles, and both riders and dealers realize it.

Catalogues don't cost a cent. We have them to burn, so don't be afraid to ask for one.



Indiana Bicycle Company,

INDIANAPOLIS, IND., U. S. A.

RACING BOARD MATTERS.

The list of handicappers appointed to date are given below. District No. 5 has yet to be filled, and will be announced next week. The members of the Racing Board, their proper addresses, and states assigned to each are also given below. Applications for sanctions should now be sent to the member in charge of the state where the meet is to be held.

The sanction issued for September 6 in national circuit should read Waltham Bicycle Track Association, instead of Park Track Association.

Sanctions Granted.

June 23, South End Wheelmen, Philadelphia, Pa.; April 21, University of Philadelphia, Pa.; September 1, Ramblers Cycle Club, Wallingford, Conn.; April 19, Jas. Thorn, Milford, Mass.; June 16, Waltham Bicycle Club, Waltham, Mass.; September 6, The Waltham Bicycle Park Association, Waltham, Mass.; September 8, Bay State Bicycle Club, Worcester, Mass.; June 20, Arrow Cycle Club, DuBois, Pa.; June 21, Arrow Cycle Club, DuBois, Pa.; May 30, Neshaminy Falls Co., Neshaminy, Pa.; May 30, 31 and June 1, Southern California division, National City, Cal.; May 1, The Foresters, Fresno, Cal.; May 30, Fresno Athletic Club, Fresno, Cal.; May 30, Reliance Athletic Club, Alameda, Cal.; June 28, Young Men's Christian Association, Auburn, N. Y.; May 30, Kanawoola Bi. Club, Elmira, N. Y.; May 4, College of City of New York, New York City, N. Y.; July 31, Orange Athletic Club Cyclers, East Orange, N. J.; August 10, 11, Asbury Park Athletic Association, Asbury Park, N. J.; July 4, Hudson Bicycle Club, Hudson, N. Y.; April 26, Trinity School, Berkley Oval, N. Y.

Members of the National Racing Board: H. E. Raymond, chairman, 236 Flatbush avenue, Brooklyn, N. Y.; G. D. Gideon, Eldredge & Co., Philadelphia, Pa.; H. W. Robinson, 89 State street, Boston, Mass.; L. C. Jaquish, 1612 Ashland block, Chicago, Ill.; E. H. Croninger, 153 W. Fifth street, Cincinnati, Ohio.

Members of the board have had assigned them the following territory: District A, Mr. Raymond in charge of New York and New Jersey; District B, Mr. Robinson in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut; District C, Mr. Gideon in charge of Pennsylvania, Maryland, Delaware, District of Columbia, West Virginia, Virginia, North and South Carolina; District D, Mr. Jaquish in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota, Nebraska, Idaho, Arizona, Wyoming, Nevada, Missouri, Kansas, New Mexico and Indian Territory; District E, Mr. Croninger in charge of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, Arkansas, Louisiana, Texas, Ohio and Indiana.

Under the direction of Mr. Raymond the following states will be governed by: California, R. A. Smyth, care Wells, Fargo & Co., San Francisco, Cal.; Colorado, C. H. Hilton, Jr., 1758 Stout street, Denver, Colo.; Montana, H. G. Duerfeldt, Helena, Mont.; Oregon, C. L. Howe, 64 Third street, Portland, Ore.; Utah, C. A. Emise, 11 West Second street, Salt Lake City, Utah.; Washington, W. A. Van Epps, Olympia, Washington.

Official Handicappers.

District No. 1, New England States: Hy. Goodman, Drawer 9, Hartford, Conn.; J. C. Kerrison, Boston *Herald*, Boston, Mass.; District No. 2, New York and New Jersey, F. P. Prial, Box 444, New York City; A. G. Batchelder, Buffalo *Courier*, Buffalo, N. Y.; District No. 3, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina, A. G. Powell, 833 Arch street, Philadelphia; E. S. Merriam, B. & O. Central building, Baltimore; T. F. Myler, Central Stockyards, Pittsburg, Pa.; I. J. Corby, care Almar & Co., Charleston, S. C.; District No. 4, Tennessee, Kentucky, Alabama, Georgia and Florida, C. J. Sheser, 211 Main street, Memphis, Tenn.; M. J. Fleck, 332 E. Walnut street, Louisville, Ky.; W. E. Grady, P. O. Box 144, Savannah, Ga.; A. McLeod, Birmingham, Ala.; O. P. Rollins, 38 Laura street, Jacksonville, Fla.; District No. 5, Missouri, Kansas and Indian Territory, E. N. Sanders, 1331 Washington avenue, St. Louis, Mo.; Wm. Taylor, Topeka, Kan.; E. P. Moriarity, 706 Wall street, Kansas City, Mo.; District No. 7, Ohio and West Virginia, M. W. Bliss, Jr., 46 West Gay street, Columbus, Ohio; District No. 8, Indiana, Illinois, Michigan and Wisconsin, S. A. Miles, 334 Dearborn street, Chicago, Ill.; L. Wainwright, Indianapolis, Ind.; A. M. Patitz, care C. M. & St. P. R. R., West Milwaukee, Wis.; E. M. Newman, 906 Insurance Exchange building, Chicago, Ill.; Louis Schimmel, care Perkins hotel, Detroit, Mich.; District No. 9, Minnesota, North Dakota, South Dakota, Montana, and Wyoming, S. F. Heath, 703 Nicollet avenue, Minneapolis, Minn.; D. J. Wait, Helena, Mont.; District No. 10, Nebraska, Iowa, and New Mexico, J. L. Livesay, 2508 Capitol avenue, Omaha, Neb.; F. B. Thrall, Ottumwa, Iowa; District No. 11, Idaho, Utah, Arizona, and Colorado, J. W. Neill, Salt Lake City, Utah; B. W. Cole, 221 Santa Fe avenue, Pueblo, Colo.; C. A. Lindsay, 910 Twentieth avenue, Denver, Colo.; District No. 12, Oregon and Washington, F. S. Pierce, 808 Water street, Portland, Oregon; R. Glen, Spokane, Wash.; District No. 13, California and Nevada, F. D. Elwell, 216 Bush street, San Francisco, Cal.; H. C. F. Smith, Los Angeles, Cal.

"IF IF'S AND AND'S," ETC.

MILWAUKEE, WIS., April 12.—Many of Walter Sanger's friends regret to hear that Zimmerman has become a professional. The next meeting of the Milwaukeean and Zimmerman has been looked for with much interest. Sanger's friends were confident that if the men met on the track that Sanger would win. Some have gone so far as to say that Jimmy knew his business when he became a professional, and charge that the eastern racing man realized that his championship days were numbered.

Of course, now that Zimmerman has left the League Sanger is looked upon as champion. His friends now have only one hope—and that is that Sanger will cut down all of Zimmerman's records and show that he could beat the eastern rider if they were to meet in competition.

Henry Kanaska has lost all hope of being reinstated. The reason: Brooklyn, N. Y., March 28.

H. KANASKA, Milwaukee:

Dear Sir: Am sorry to destroy your hopes, but you can not be reinstated to any class of riders controlled by the L. A. W. Reinstatement can only be secured by a vote of the National Assembly, and at its last meeting it refused to reinstate any man who had ridden for cash.

Yours truly, H. E. RAYMOND.

Kanaska, who is a fast and promising rider, will try to have some cycle company pay his expenses to France.

After all there is to be but

One Waukesha-Milwaukee Road Race

this summer and that will be run on July 4 by the Milwaukee Wheelmen. The North Side Club, which was to run a Waukesha-Milwaukee race on June 16, has changed the course and will run its race from Cedarburg to Milwaukee instead. This is a wise course for the North Side Club to take and will insure more harmony among the various clubs. Had the North Side Club run an opposition Waukesha road race, the Wheelmen would not have patronized the race.

The Associated Cycling Clubs have decided to ask for a date on the national circuit. August 6 is the day agreed upon. The A. C. C. have decided to give a century club run over the Watertown course on July 8.

The Milwaukee Wheelmen's tenth anniversary will be celebrated at Germania hall April 28. A literary and musical programme has been prepared for the occasion.

The Bay View Wheelmen have decided to hold their Racine road race on August 18.

DENIED BY DENVER.

DENVER, COLO., April 7.—The ability of the average newspaper reporter to write up an exciting and sensational column of news, or what purports to be news, with no more foundation to build on than the imaginings of some rattle-brain, is something truly surprising; it is an ability which, if exerted in a more praiseworthy cause, would assure for him the accumulation of untold wealth. One of the Denver dailies recently came out with a flaring headline, which informed the readers of that paper that Denver was bucking the entire eastern country, as well as the National Racing Board, in her attempts to make the '94 meet a success.

We were told that Chairman Raymond had purposely, and with "malice aforethought," utterly ignored the dates and arrangements which Denver had adopted, and then wound up with the assurance that, despite the efforts of the east and the League officials to ruin Denver's prospects, the meet was destined to be one which will, for years to come, pose as a standard from which future conclaves of cyclists will be judged.

Ye Gods! was ever printers' paper and printing ink put to a more ridiculous use! Every wheelmen in Denver knows that the directors of the Denver Cyclists' Union recommended the dates of August 27 to September 1 for the national meet, subject to the approval of Chairman Raymond, and that when the chairman informed the directors that he would be unable to make the above dates fit, of course the matter was arranged as Mr. Raymond suggested. As to there being any feeling among the wheelmen here that League officials are in any way indifferent to the success of the '94 meet, the affair is too absurd to be given a moment's thought, except by the numskull reporter who is short of "copy."

Oh! what a boom! We wish every reader of THE BEARINGS could catch a glimpse of the Denver streets, the Denver wheel stores, and above all, the laymen of Denver. All have caught the fever, and all unite in the common declaration, "The Denver meet must and shall be an honor to the west."

The president of the Denver Wheel Club signed, on Tuesday last, a three years' lease on Martine's dancing academy, and on May 8 the club will take possession of that building, and a clubhouse of finest appointment will be in thorough running order one week later.

THE FIRST GUN IN THE SOUTH.

The first meet of the year in the south was at Charleston, S. C., April 3 and 4. The racing was good and there were large crowds present. Fitzsimons, Baird and Connerat were the stars and swept away everything. The Columbia cup race, which was substituted for the southern championship, was the hottest race of the tournament. Fitzsimons, of Greensboro, N. C., won, after a hard finish, the last quarter being ridden in :29. Summaries:

One-mile novice.—Purse, first: Harris, second; Moore, third. Time, 4:10.
Quarter-mile open.—Baird, first; Connerat, second; Welch, third. Time, :36.
One-mile handicap.—George Fitzsimons, first; Connerat, second; Welch, third. No time was taken.
One-mile, three minute class.—George Fitzsimons, first; Purse, second; Harris, third. Time, 2:53.
One-mile cup race.—George Fitzsimons, first; Baird, second; Connerat, third. Time, 2:45 1-2.
Half-mile handicap.—J. L. Johnson, first; Fitzsimons, second; Wilson, third. Time, 1:10.
One-mile handicap.—Baird, first; Wilson, second. Time, 4:50.

W. W. Hamilton, the Pueblo flyer, will move to Denver. Pueblo has made application to the Racing Board for August 20 and 21, it being her intention to hold a big meet right after Denver.

The Price of COLUMBIAS Never Changes

during the year for which it is fixed. Columbias have a staple commercial value and neither dealers nor riders hesitate to invest in them. Every dollar invested in Columbia is worth a dollar, because our wheels are standard articles.

WE GUARANTEE OUR PRICE

and our guarantee always means something. In this case it means that we will neither deviate from the prices listed in our catalogue during the year 1894 nor allow our agents to do it; and our word is as good as our bond, and everybody knows it.

Pope Mfg. Co.,

Catalogue free at our agencies or mailed
for two 2-cent stamps.

BOSTON.
CHICAGO.

NEW YORK.
HARTFORD.

MENTION THE BEARINGS

Hickory
TRADE MARK

Hickory
TRADE MARK

A Prominent Dealer
Writes as Follows:

Akron, Ohio, February 9, 1894.

HICKORY WHEEL CO.,
South Framingham, Mass.

GENTLEMEN: We beg to say that we have never, in all our experience as riders and dealers, seen so very marked improvement in a wheel, which was before one of the best, as you have made in the '94 HICKORY.

The samples we have here are attracting the attention they deserve, and we feel that with an early spring, and a continuance in the improvement of business, we will more than double our last year's Hickory business.

Yours truly, THE RANNEY CYCLE CO.

These Machines are made by

Hickory Wheel Co.,

South Framingham, Mass.

Hickory
TRADE MARK

Hickory
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MENTION THE BEARINGS

The Hartford Safeties for 1894

Have you heard about the prices?
Have you seen the bicycles?
You can buy them cheap;
Just as cheap as your neighbor
And no cheaper—they are one price.
Before you decide, send for
One of our New Catalogues.

THE HARTFORD CYCLE CO.

HARTFORD, CONN.

MENTION THE BEARINGS

HOUSTON WILL GIVE A BIG MEET.

HOUSTON, TEXAS, April 8.—The first big meet of the season—and it will be one, too, which will set a pretty hot pace for all future southern meets during the season of 1894, and also for meets either north or south, early or late—will be held here, and more than likely Decoration Day will be selected for the purpose, unless that is found to seriously conflict with some other one already arranged for. The matter of tracks in the south has always been a perplexing subject, even for horse racing, the number of tracks in this state that could be considered anywhere near first-class, being heretofore easily counted on the fingers of one hand.

One very fine track has already been built in Texas, the grand stand and appointments and all other equipments being strictly first-class in every particular. This one was built last fall in San Antonio. A track is now reaching completion here which will even excel the San Antonio track in the matter of appointments, and the surface is pronounced by experts to be as good as the best in the United States. Over \$50,000 is being expended in grand stands, stables, clubhouse, etc., and when this track is finished there will be no better in the United States.

The principal season for horse racing in the south is in the fall and winter, and for this reason the management of the track have consented to allow the wheelmen to "open" the track and have the exclusive use of it during the summer.

Two days racing is intended, and the prize list, which will be very likely diamonds for all class B events, will be valuable enough to draw any and all of the fast men who may be at that time training at any point in the south. It will be a long time before another such meet is given in the south. Special prizes of diamonds will be offered for records in competition, and every facility will be given the riders for lowering such records. There will be about eight events each day, four class A and four class B. The class B rule will be tested thoroughly.

When the crack racing men get a taste of southern hospitality, especially of the kind which Houston is famous in dealing out, it is safe to say that at future meets, it will be easy to draw those same men again. Mr. Wilson, the sole owner of the new track, which he is building in the center of a vast track of land, which he proposes to plot later on, is a wealthy young Houston capitalist, and he is sparing neither pains nor money to make his track one of the very best in the country. He stated to a prominent cyclist of this city this morning that he would build for the wheelmen a clubhouse on the grounds, and turn it over to them free, provided they would furnish it properly. This offer will doubtless be accepted. The climate here is about the same as that where the pugilists generally train for their fights in New Orleans, and is noted for its beneficial effects to parties in training. This track would certainly be an elegant place for cyclists to train, especially those who wish a place that is strictly first-class, and not at all expensive, as apartments are being set aside in these fine new modern buildings for that special purpose and will be tendered racing men free. The track is built on the latest scientific principles, and has been designed by an expert on tracks. The turns are essentially the same as those on the kite-shaped tracks. The track is only three miles from the geographical center of the city, and is reached by two railways, which will form a belt line and afford transportation for 10,000 people within a couple of hours.

The Linscott Road Race.

No cycling event in Massachusetts attracts more widespread attention than does the annual Linscott twenty-five mile handicap road race. This has become one of the most important of the road fixtures of the year, and to the credit of its promoter, J. M. Linscott, it can truly be said to be as important as the famous B. A. A. road race. This is the third year of its existence, and yet it has gained a great reputation. This year's race will be held on May 5. The prize list will include a horse and team for first prize, bicycles for second, third and fourth; gold watch, sewing machine, and something like twenty other prizes; the aggregate value of which will amount to between \$2,000 and \$2,500. A special time prize will also be awarded, and every effort made to make this race the road event of the year in Massachusetts. The above plan has been arranged under the belief that the Executive Committee will rule that the two-class amateur rule shall not be applied to road racing. James Clark, E. A. McDuffee, J. P. Clark, A. W. Porter, and several other local cracks have already entered. The course will be slightly changed from that of last year, with the idea of doing away with some of the turns, and making it both faster and better. Mr. Linscott, the manager and promoter of this great event, is the leading member of the firm of J. M. Linscott & Co. He is greatly interested in bicycling, and is president of one of the most prosperous clubs of this vicinity, the Winnisimmet. He has been closely identified with the sport for several years, and to him belongs the credit of having revived interest in the sport in Chelsea and Malden.

Ballard Catches a Thief.

Last Saturday afternoon, E. W. Ballard, of the Kenwood Mfg. Co., left his wheel standing in front of the Pope Mfg. Co.'s Chicago store while he transacted some business inside. Just as he was about to leave the store he noticed the wheel moving, and started out of the door to learn the cause. He saw a fellow walking around the corner with the machine, and immediately gave pursuit. He caught the fellow off his guard and grabbed him by the throat and held him until a policeman came along and took the prisoner to the station. Here the fellow gave the name of Chamberlain, but would not tell why he stole the wheel.

Chicagoans Visit Cincinnati.

At the invitation of General Poorman, H. R. Winship, C. V. Dasey, A. J. Nicolet, and F. J. Wagner, of the Chicago Cycling Club, visited Cincinnati last Sunday to take a ride over the famous Poorman course. And the party had a jolly time, as visitors always do. Dinner was had at Carthage, and then the Chicagoans, escorted by the Cincinnatians, started out to ride over the Ohio hills. Of course there was a scorch, and the entertainers undertook to teach the visitors how to climb hills. But it is pretty hard to leave Chicago riders, even if they are used to only flat country. The result of the scorch was that Dasey and Winship easily left the crowd, and had everything their own way. The run ended up in the famous brewery where some of the finest beer made in this country was tasted.

Taxis and Kennedy Training.

SPRINGFIELD, MASS., April 8.—W. W. Taxis, of Philadelphia, and A. D. Kennedy, of Chicago, are the only racing men training here at present. Both of them are hard at work in the gymnasium of the Springfield Bicycle Club, under the tutelage of Culver. They are given two hours of hard work every day with the dumb-bells, light sparring, and mat work. A. E. Webb, the gymnasium instructor of the S. B. C. will help Culver train the Sterling team this year. It is probable that the men will go to Birmingham, Ala., for a month of training, and then do some racing in the south, returning to Springfield about May 15.

The S. B. C. will bank the lower turn of the track about two inches, and put on some more gravel. It is expected that the track will be in good shape about May 1.

Richmond Wants the Division Meet.

RICHMOND, IND., April 8.—The Starr Bicycle Club has been organized with a charter membership of seventy-five. A fine clubhouse has been leased for one year. The following are the officers: President, F. M. Whitesell; vice-president, E. A. Gorman; secretary, R. G. Conley; treasurer, W. E. Swaynie; captain, F. J. Parrish. The club will hustle for the division meet, and can offer every inducement for the cyclists to come to the Quaker City. We have two tracks, and there are about 400 cyclists in the city. More high-grade wheels are used in Richmond than any other city of its size in the state. This city has the finest streets and roads in the state. At the present time there are just forty-six cycle agents representing the only and best wheel on earth, and still there are more to follow.

Dumbleton Will Train Sanger and Tyler.

SPRINGFIELD, MASS., April 9.—E. C. Dumbleton, the man who caused the sensation last year by declaring that Johnson had confessed that his records were fakes, has been engaged to train Sanger and Tyler this year. He has gone to Milwaukee to get Sanger. The two will then start for Denver where they will join Tyler. From here the trio will go to California. About May 15 they will return to Springfield and start to train. Dumbleton handled Windle last year.

A Correction.

Miss Alice E. Poole, of Chicago, writes: "I should like to correct a little mistake in my last article on wheel costume for ladies. I see the width of lining for the skirt is printed one and one-half yards, whereas it should be two and one-half yards, and this width is for a person of short stature. It would have to be a trifle wider for a tall lady. Will you kindly correct this for me, as I would not like to be the recipient of all the unkind thoughts a trial of such a width would call forth."

Taylor Will Ride a "Stearns."

George F. Taylor has left the Rambler team and will be seen on a Stearns this year, riding under the direction of Eck. This will be Taylor's last year on the path, as he has long contemplated matrimony and will take unto himself a wife this fall. Eck and Johnson have left Hot Springs and have gone to Savannah, where they will meet C. M. Murphy, C. H. Callahan, and Ray Dawson. For the next month these men will be put through a course of hard training at Savannah and will then return to Syracuse.

Road Race Over the Elgin-Aurora Course.

Fred McEwen, of Elgin, Ill., has made arrangements to run a road race over a portion of the famous Elgin-Aurora course Saturday, June 16. The race will be run from Elgin to Aurora, a distance of twenty-three miles. The course is down grade all of the way and the surface is hard gravel. Entries will close May 25.

Mills After Shorland's Scalp.

The Cuca 24-hour race this year will be interesting, and Shorland will not have everything his own way. Guy P. Mills, the famous long-distance man, is now training for the big race and will go in and try to get Shorland's scalp.

Won by the Garden City.

The 100-mile relay race around the bay was won by the Garden City, of San Jose; the Acme, of Oakland, second. Time, 5:52:21.

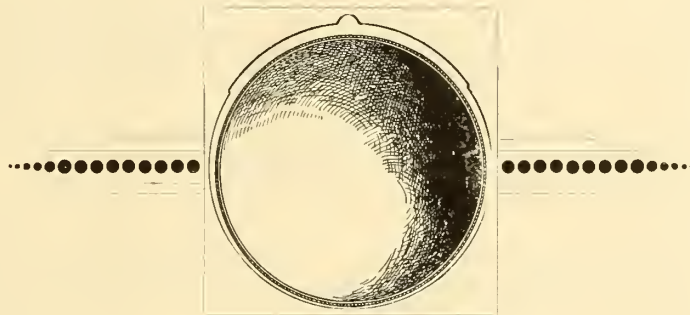
THE BEARINGS
CYCLING AUTHORITY AMERICA

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ARE GOOD TIRES

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ARE GOOD TIRES

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TO SHIP AT ONCE

STYLE S2 TIRES



WEIGHT, 3 POUNDS PER PAIR.

THIS TIRE IS DESIGNED ESPECIALLY TO MEET THE DEMAND FOR AN
EXCEEDINGLY LIGHT TIRE FOR MACHINES WEIGHING
TWENTY-FIVE POUNDS OR LESS.

WE GUARANTEE THIS TIRE.
YOU KNOW WHAT THAT MEANS.

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MENTION THE BEARINGS.



THE BEARINGS

BY THE IDLER

the wizard who supplies us with all our electric devices, advances the startling theory that the necessity for sleep which so many of us feel now and then, is a pleasing fiction. That we will outgrow it all in the course of a few years when the electric light has become perfected and is in general use is, he says, a foregone conclusion.

This is important, if true. It has a distinct bearing on the affairs of the cycling world and threatens to wipe out utterly certain records which, in our present sleep-bedizened condition, we are wont to regard with much wonder.

The necessity for sleep has cut a more or less important figure in 24-hour records. The man who attempts to set a new pace for 24-hour record breakers generally feels just a trifle tired about his usual bedtime, and it is only with an extra pressure of will power that he resists the temptation to nod on his wheel. Under the arrangement suggested by the wizard of Menlo Park all this will be changed. Twenty-four-hour records should become as easy to make as the traditional separation from the proverbial piece of timber. Indeed, they will no longer be sought. In their stead the 48, 64, 128 and so-forth records will come into vogue. When the electric light has won the complete and final victory we may, indeed, look forward to enterprising cyclists riding for the "365-day record without a dismount."

All of which may be very fine in its way. At the same time we take the liberty of believing that sleep will be somewhat popular, for some time to come, among cyclists. And especially among 24-hour cyclists.

Long-felt Want Filled.

The *Daily Nebraskan*, of Hastings, Neb., is out with an important item which is bound to interest cyclists, especially in the neighborhood of that, no doubt, enterprising city. This item informs the world that a new corporation has just been organized out there whose sole aim and end in life is to give to wheelmen and wheelwomen in the neighborhood an unlimited quantity of unalloyed joy. The name and title of this beneficent organization is the rather suggestive one of "The Transnebraska Wind Fence and Cycling Tramway Company."

This tramway is to be built 100 miles in length and is to run between Lincoln and Hastings. It is to be in the way of a plank track, inclosed on the sides, with a high fence, in which are to be arranged a number of doors twenty feet apart. The doors will turn on a pivot so as to catch the wind in whichever way it may be blowing, and thus create a continuous draught along the entire tramway. Uniformity in the action of the doors will be guaranteed by a system of block signals operated on the same plan as that now used by the New York Central railroad. This draught will make cycling easy on the tramway and will vastly reduce the labor of scoring century runs. As the draught will go but one way at a time and as the riders will be going that way all danger of collision is eliminated.

The new tramway is to cost \$300,000 and the "Wind Fence company" asks the city of Hastings to put up a bond of \$50,000 that the city will stand by the company.

While it is not so stated, it is expected that the Century Road Club of America will stand its share of the expense for building the tramway. Thus far the chief obstacle in the way of the Century club's success is the labor required to win the necessary bars. A trip to Hastings and a small fee will be all that will be necessary, when the wind route is completed, to enable prospective members to score untold numbers of centuries. For persons who like that kind of thing that's just the kind of a thing they would like, as Horace Greeley used to say.

Ireland and the Negroes.

And now comes the *Irish Athlete* with a diatribe against American cant calculated to make the eagle give vent to a scream that will seriously threaten the integrity of its vocal chords. The *Irish Athlete* does not like the legislation of the L. A. W. against the negro and says so. "Is this the sum total of Whittier's pathos, Lowell's sarcasm, Longfellow's eloquence?" it asks. "Was it for this that autocratic, played-out old England generously subscribed \$100,000,000 for the manumission of the slave and the abolishment of serfdom? If this be a sample of American Republicanism, then by all means give us English autocracy; if this be Yankee liberty, we prefer English slavery; if this be the result of the Declaration of Independence give us then good old Magna Charta, its English prototype which, for pure liberty, can give the American counterfeit tons."

What ails the *Irish Athlete*? Its stomach must be out of order, or, perhaps the liver needs a turning over. Has its editor lost all the racial characteristics of his people? If not, then the Irish who come to these shores acquire antipathies they never had in the old country. We are personally acquainted with a few lineal descendants of Brian Borou whose hopeless hate for the Afro-American double discounts anything in the

south. It is related that an Irish laborer, having been hauled up from a sewer, in which he was suffocating, by a negro, insisted on being thrown back into it, declining to have his life saved by the "dirty naygur." The ineffable contempt in which the Irish hold the negroes is proverbial. We are therefore at a loss to understand the *Irish Athlete's* expletive.

Perhaps our friends in Erin will say that their compatriots become contaminated with Yankee prejudices when they arrive at Castle Garden. On the whole, however, it is rather hard to realize how an Irishman, unless he be an informer, can inveigh against America as for England. All Americans love England but, remembering the little unpleasantness we had with her about a century ago, we are rarely averse to sympathizing with Irish patriotism. Our money, given with the broad hand of Yankee liberality and charity, has saved thousands of Irish from starvation. The *Irish Athlete* seems to be sadly lacking in that virtue, the negative of which is said to be the vice of slaves—namely, *gratitude*. But perhaps the owner and editor of the *Irish Athlete* is one of those Irishmen who glory in the fact that they are "loyal." We shouldn't wonder if he sang "Croppie Lie Down" every night before retiring and "July the 12th in old Bridgetown" every morning on arising.

"Percy sait qui mal y pense."

Had to Make a Start.

He was a tall, countrified looking fellow with a slouch hat and an elegant crop of wind interrupters, and when he entered a store on Cycle Row three salesmen made for him at once.

"Like to buy a wheel, sir?" asked the one who got at him first.

"Well, I don't keer ef I do. What be the price o' this here 'un?"

"That?" said the salesman. "Well, I'll let you have that one for \$150."

"Is it a crack-up velocipede?"

"You bet. It's the best wheel that's turned out."

"Is it as good as the Jim Crow Flyer?"

"Oh, yes! Why, that jay wheel isn't in it."

"I ken git that 'un fer \$72," said the countrified man.

"Yes, I know" returned the salesman, "but a fly rider like you oughtn't to be seen on such a wheelbarrow. Of course you've ridden a wheel before, haven't you?"

"Wal, no, I hev'n't, but I'm thinking about it."

"Then this is just the wheel you want."

"You give these here saw pedals with it, do ye?"

"Of course."



"And ye throw in these here rubber contraptions?"

"Sure."

"And a syringe to squirt wind into her with?"

"Everything included."

The countrified man turned around and looked at the stock of caps.

"O' course I need a cap, don't I? You sell 'em, don't you?"

"Certainly, we sell all kinds of sundries."

"What's the price o' this here cap?"

"Well, the price of that cap is \$1.50, but seeing it's you I'll give it to you for 75 cents."

"The cap is 75 cents, eh?"

"Right you are."

"And the wheel is \$150?"

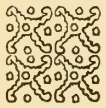
"That's the price of it."

"Well, I guess I'll take the cap," said the countrified man. "Got to make some kind of a start, you know."

Broadbridge, the South African, at present in England, has started out well. On Easter he won the first race he went in—the half-mile open—defeating R. G. Merry and Marples.

SYRACUSE

BICYCLES



Are sure WINNERS,
Fast SELLERS, and
Strong Friendship GAINERS.

.....As Staple as Wheat.



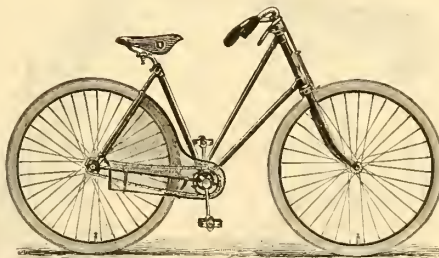
A. F. Shapleigh Hdw. Co., St. Louis, Mo.

Sole Agents for the WEST and SOUTH.



EMPIRE.

A pretty
Team
of
Winners.



THELMA.

Active Agents Wanted.

Exclusive Territory.

SYRACUSE CYCLE CO.

SYRACUSE, N. Y., U. S. A.

SHAPLEIGH is the man in the West.

Send for Catalogue A. A.

Sharp Buyers

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Rest their

Anxiety

in Content.

....

Syracuse

Buyers

are

Shrewd Buyers.





FASHION.



ARROW SCORCHER. Weight, with Road Tires, 29 to 30 pounds.



FLASH.

A

6,50

Now

Another Smash!

DOWN THEY COME from \$90.00 to \$50.00 and
from \$50.00 to \$30.00.

100 Pneumatic Tired Bicycles

At prices below the manufacturers' shop cost.

Is the Time to Buy

Bargains are rarely ever picked up in their season, but here you have them, all
bright, fresh, new goods carefully packed, ready for immediate shipment.
Eleven different patterns at ruinous prices. Liberal discounts to dealers. Cata-
logue and full information free.

PROGRESS MFG. CO.

INDIANAPOLIS, IND.



FASHION.



ARROW SCORCHER. Weight, with Road Tires, 29 to 30 pounds.



FLASH.

Another Smash!

DOWN THEY COME from \$90.00 to \$50.00 and
from \$50.00 to \$30.00.

6,500 Pneumatic Tired Bicycles

At prices below the manufacturers' shop cost.

Now is the Time to Buy

Bargains are rarely ever picked up in their season, but here you have them, all bright, fresh, new goods carefully packed, ready for immediate shipment. Eleven different patterns at ruinous prices. Liberal discounts to dealers. Catalogue and full information free.

PROGRESS MFG. Co.

INDIANAPOLIS, IND.

This is an Ad.

We use several kinds of advertising in order to sell

Fowler Wheels.

This is a good medium, but it is not half as good as the one we use. Our best ad. is the actual

Worth

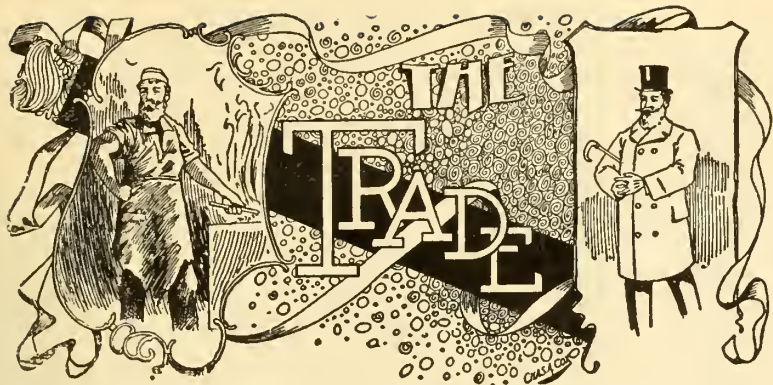
of the goods we sell. To use a hackneyed expression, "Our wheels are their own best advertisement."

Our advertising methods are good, as our busy factory testifies. Customers stand in line.

Hill Cycle Mfg. Co.,

142-148 W. Washington St.,

—Chicago, Ill.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

CENTURY DICTIONARY OF CYCLING.

Editor The Bearings: I inclose draft to pay my subscription to April 1, 1895. Although we get practically all the cycling papers, we regard "The Bearings" as far in the lead—in fact, consider it to cycling what the Century Dictionary and Encyclopedia Britannica are to literature. I have known wagers to be settled by the information contained in the columns of your paper. Wishing you the success which your enterprise certainly merits, I am

*Yours very truly, W. L. Pinney, of Pinney & Robinson.
Phoenix, Arizona, March 30.*

CINCINNATI'S DEALERS.

Trade Prospects Are Very Bright Indeed in Porkopolis—Several New Stores Opened.

CINCINNATI, OHIO, April 10.—The cycle trade of Cincinnati is probably as important as any in the country, for a city of its size. The many miles of asphalt streets throughout the very heart of the city, and the fine touring roads in the surrounding country, would naturally tend to give the cycle trade a healthy growth, from year to year. And this is exactly what it enjoys. Seldom does a season go by that more than one new firm is not seen in the trade. As in Indianapolis, these firms are the output of the larger dealers; that is to say that the formators have at one time or another learned the business in the employ of some of the older firms. The majority of the younger dealers of the city today have been in the employ of either Hanauer brothers or Poorman. The new growth is a flourishing one, for some of the neatest and brightest stores in the city are those that have been lately opened. There are about a dozen stores that have the agency for wheels, while there are half-a-dozen repair shops, and all are grouped about the center of the city.

There is no cycle row, as in many cities, Poorman, A. A. Bennett, and Powell & Clements being grouped around the corner of Main and Fifth streets, Ed Miller, Gray & Johnson, and the Scott Cycle Co. in the neighborhood of Ninth and Race streets, A. L. Arnot right across the street from the Associated Cyclers' Clubhouse Co., and the others well scattered, F. T. Miles & Co. being on Seventh street, a little above Race. The cycle houses have asphalt right up to the doors. All are doing a good business, and look for a bright season. The business opened early, and caught a number of them napping, those that were the best supplied with wheels catching the plum.

Hanauer & Bros. have men on the road, as has also Poorman, and these men are doing good work throughout the state. The former firm is the oldest in the cycle business here; but Poorman, who has been in the cycle trade five years, has the largest stock in the city. The dealers are all disposed to put a stop to the indiscriminate time allowance on sales, claiming that it is anything but a paying investment. In the past wheels have been sold at very low first payments and small monthly installments. The men have used the wheel for six months and have been several months behind in their payments when they have allowed the wheel to be taken from them. In this way the dealers have been left with wheels on hand from last season, on which they had not received one-half the cost price, and which they can not now sell for over \$50.

The city needs a trade association badly, and some of the dealers are ready to get together at once and regulate this and other matters. An attempt was once made to do this, but for some reason it fell through. The trade people are not troubled very greatly by any other form of thievery than that of non-payments on time sales, and the cycle thief is practically unknown. Nearly every prominent wheel is represented in the city. What the total number of wheels handled during the season will be is, of course, a secret which can only be revealed when the season is ended.

General Poorman.

J. E. Poorman is now the only cycle house that is located on the Fountain square, the Buckeye Cycle Co. having been dissolved. Mr. Poorman has a large store, with a riding school above. He has a large force of clerks, and did a splendid business last week, as can be attested to by THE BEARINGS man who saw orders for no less than a score of wheels taken from the mail of one morning. Last year Mr. Poorman sold 700 high and 1,000 medium-grade wheels, and as this was twice the previous year's business, so

will last year's be only one half the business of the present season, if the present rate is maintained. His four men on the road are doing well. Mr. Poorman has the Columbia for fourteen counties, the Warwick for Ohio and Kentucky, the Union for southern Ohio, north of the line drawn through Springfield, the Raleigh for a large territory, and the Cleveland, with the privilege of placing agencies in all unoccupied territory. He has a large line of medium-grade goods and is headquarters for sundries. Like many other men of note in the cycling world, Mr. Poorman grew up in the sewing-machine business, and graduated into the cycle trade. He is known by all, and is well liked. He is a member of a large number of clubs, and is the promoter of the annual road race, which, for the past four years, has held his name, and which will this year be one of the largest road races the world ever knew. Mr. Poorman thinks so well of the cycle trade that he has lately taken his son out of a lucrative railroad business and placed him in the store to learn the business.

Hanauer Brothers.

The Hanauer brothers are four in number, two having lately joined the firm. The original firm, the oldest in Cincinnati, was composed of Andrew Hanauer and Charles. Andrew is a trick rider, but does not carry his tricks into his business. John and Jacob Hanauer are the new acquisitions to the firm, which is now running two stores, one being over the river in Covington, Ky., and the only store of any importance in the city. This firm had a largely increased trade last season, and look for a still larger increase this year. Their business of last year was double that of the one previous. The store of the concern, on Walnut street (Nos. 258 and 260), is five stories in height, and is occupied in its entirety by the firm, although they did not state what use they made of the top floors. Across the alley is the Walnut street theater, and this tends to give the location a distinction. The Victor has been their leader for many years, and will continue so for the present season. They also have the Spalding, Credenda, Liberty and Eclipse, with a line of medium-grade wheels. With so attractive a quartet of gentlemen it may not seem at all amiss to mention that they are selling a lot of ladies' wheels, and that their business with the fair sex is probably as large as that of any firm in the city.

The veteran of the cycle trade is A. A. Bennett, of the Cincinnati Cycle Co., who is now making a special feature of his Belmont Scorchers, which is being turned out in his place, at 182 Main street. It was by his efforts that the first line of wheels was brought into the city, to be sold by B. Kittredge & Co. He is now doing well with the Lovell and a cheaper line. Mr. W. A. Kreinem is his righthand man in the store, and has charge of the repair department.

The Powell & Clement Co. are the successors to the old and well-known sporting goods firm of B. Kittredge & Co., and have one of the largest and most complete lines of sporting goods and bicycles in the country. To the casual visitor the store is very attractive. Mr. Clement is a very agreeable man, with an idea of his own about how the cycle business should be conducted. The line carried by the firm is a large one and singularly free from old and dead stock. The Remington is the leader of the firm, with the Central, Ben-Hur, Lyndhurst, Valkyries, Intercollegiate, Featherstone, Crawford and St. Nicholas lines to make things decidedly interesting to the competitors. A bright pair of young salesmen are in charge of the cycle department.

New in the Business.

Gray & Johnson are new to the cycle trade this season but have a most excellent pair to draw to, with every evidence that they will draw lucky and quit winners. Both these young men—for they are young—were with local cycle firms for many years and have experience to back them. The Fowler and the Sterling compose their line, and they carry a large and well-arranged stock of sundries. Their store is at 290 Race street. At the very least they should make a success and, given a good season, will quit away ahead of the game when fall comes. A nice line of medium-grade wheels is also carried by this firm.

A little farther up the same street is Ed Miller's place. Miller started in a modest way some years ago and has been steadily climbing the ladder of success. He has now a large repair business, and is selling the Ariel as fast as he can secure the wheels. He also has the Derby, and a large line of second-hand and cheap wheels. He is crowded in his present quarters and another season will seek larger and more commodious rooms in the same neighborhood.

The Scott Cycle Co. is at 308 Race street, a few doors above Miller's. Mr. Scott seems to be doing a splendid business. He has the Monarch, Coventry Cross, Rudge, and James lines, and has a neat repair shop.

Around the corner, on Seventh street, is the neat store of Frank T. Miles & Co. This is a large, double store, and is very neatly arranged; in fact, it is the most neatly arranged place in the city. The company has a large line of machines of all the latest patterns, including the Stearns, Syracuse, Imperial, Phoenix, Tribune, Vigilants and Crescents. He conducts one of the largest repair shops in the city.

Clarence H. Closterman has a store at 414 Central avenue, where he has the Halladay-Temple Scorchers, the Kenwood, and a line of medium-grade wheels for sale.

"Al" Arnot, as his friends are fond of calling him, has a neat store across the street from the clubhouse of the Associated Cycling Clubs, and looks after the Rambler. He has sold a number this season and expects to cut quite a figure in the local trade. French and Tudor, the local champions, are riding the Rambler, as are several other prominent riders. The Rambler

has never been pushed in the city and Arnot is the best man who could have been secured to place it well among the club men and before the general public.

The repairers of the city are many, and are scattered to the four winds of heaven. A. P. Tucker is on Ninth, near Sycamore; E. H. Van Meerbeke at 136 W. Ninth street and E. L. Mattingley at 1649 Eastern avenue.

In a manufacturing way, Cincinnati is at the back of the procession, and until very lately was making no wheels at all. Now, however, H. E. Schluter has started a cycle factory on Second street and Central avenue, and is making a wheel which will be known as the Norwood. The well-known rider, "Teddy" Alsop, is in charge of the wheel building. The company now has about twenty-five wheels under way, and will place them with F. T. Miles & Co. for sale in the city. The wheel is to be of the highest possible grade, and will list at \$125, weighing twenty-four pounds. It is a high frame, with a depth of twenty-four inches. The company is turning out only a few wheels, but is doing all the work in a small factory, with about a dozen men. Mr. Schluter has been connected with the sewing-machine business for many years. In many respects his wheel is a copy of the Stearns, and is finished very finely.

NEW YORK TRADE.

NEW YORK, April 9.—This has been the busiest week of the year among tradesmen, the reports being of the most encouraging character.

The Wilson-Myers Co. are whooping things along in a most enterprising manner. One day recently Jake Bretz, the manager of the company, made a flying trip to Binghamton, where, after about eight hours' stay, he had negotiated with the Economy Bicycle Club, of that town, closing a deal wherein the name of the club was changed to Liberty Wheel Club, and the entire membership, numbering fifty-seven, had been fitted out with Liberties. All the prominent makes of wheels were shown at the meeting of the club, when the decision was reached, and the Liberty was unanimously chosen.

N. A. Waldron, who is the Wilson-Myers Co.'s agent in the town, is credited by Mr. Bretz with being principally the cause of this wholesale deal. At the firm's factory the men are working overtime regularly.

McKee & Harrington are sadly in need of more salesmen; those who are at the store are worked hard to attend to customers, and, although the sales have been big, yet undoubtedly they would be still larger if there were more attendants. Their factory at Lyndhurst, N. J., is being run overtime. Mr. McKee left yesterday for a ten days' trip in the east.

L. C. Jandorf & Co., have engaged H. J. Hall, Jr., as head salesman. He reports business good and says the Jandorf Specials are catching on nicely. The down-town store is being equally as well patronized. Their aluminum finished Smalleys, at \$125, are beauties, as is the line of Sterlings which they are also agents for.

The Jersey City factory of Chas. M. Brecker, which has been practically closed for nearly six months, opened up with a rush two weeks ago. His sporting goods' business has grown to such an extent that, beginning with today, the plant will be run double time with two shifts of men.

The line of cycle enamels, of which F. O. Pierce & Co. are sole manufacturers, are of ten different colors, and quick drying. Many prominent dealers are making a specialty of them and they invariably give the utmost satisfaction.

A. G. Spalding & Bros.

are making a specialty of cheap bloomer suits. The ones which they list at \$4.80 are in black, navy or gray, trimmed with black silk braid. They sell a Scotch mixed suit that would be good value at \$10 for \$6. Bicycle hosiery and odd bicycle coats are being sacrificed at next to nothing. Their Spalding and Credenda installment business is rapidly gaining a popular foothold among the class which can not afford to pay cash for a wheel.

Usually a freight carload of bicycles consists of 210 machines or thereabouts. The Western Wheel Work's New York branch, at 40 Park place, receive on an average of four carloads per week, and they are sold almost as soon as they arrive. It has been found necessary to increase their number of salesmen, and more are being taken on each week. The Crescent scorchers, at \$90, is proving a veritable bonanza to them.

Colonel Pope dropped into town one day last week, but only stayed one hour. He drove to the New York store, 12 Warren street, where he was met by George Pope and George H. Day. In reply to the question, "What brings you to New York?" the following answer was vouchsafed, "Merely a business trip. Nothing particularly new. Everything same as usual—on the jump; good-by, I must catch the train back to Boston."

Carl Von Lengerke is particularly emphatic in his declaration in favor of Class A. He says he will race in that class and regrets very much that Zimmerman has joined anything but the same body of men. "For," Carl says, "I was in hopes of being able to study him in his races this season. However, since he is to leave the amateur ranks, it does not matter very much now."

The enormous demand for Lu-Mi-Nums continues and promises to place that make of wheel in the front ranks before the season closes.

Frank Ray, manager of

Gormully & Jeffery's

New York branch store, is busy, indeed, these days, selling Ramblers. Their renting department is also being so well patronized that additional help has been taken on.

Since Ira Perigo accepted the New York agency for the League chainless bicycle, his store has been crowded daily with curious persons who had

seen the machine in their window. Sales are numerous, and especially so since Simplicity 47 tires have been placed on all wheels of this make; the satisfaction is more generally expressed than heretofore. Aside from League chainless wheels Ira Perigo has one of the most thoroughly appointed cyclist outfitting houses in the country.

R. M. Robinson has recently joined the working forces of the

Raleigh Cycle Co.

He was formerly connected with Peck & Snyder's sporting goods house, but betters himself considerably by going with the Raleigh people. Mr. Robinson is a member of the Columbia Cycle Club, and has been an enthusiastic wheelman for over twelve years.

Elliott Burris is asked several times daily what Simplicity 47 means. Of course every one knows that Simplicity 47 is a tire, but the literal meaning of the title is as follows: "A geometrical problem solved. The inner circumference of the rim increased after the cover is put on, by inserting a rubber cord in the rim under the cover. Called 'Simplicity' because of the simple and easy method of detaching the cover from the rim, and '47' referring to the geometrical problem—which, like 'Euclid 47,' is quite easily done yet very puzzling at first sight. Q. E. D."

"Phoenix" Behind in Orders.

The Stover Mfg. Co. is working their factory until 10:30 every evening, and then can not get out the orders fast enough. The force is now in the neighborhood of 300 men, and they will put on a night force if the men can be secured. The Phoenix wheel is taking well in the country. J. P. Walters was in Chicago on Tuesday looking for men and machinery to increase the working force to where orders can be caught up with. Walters will go through Illinois for a short time looking after the large trade of the company in this state. It had been planned to open a store in Chicago, but the rents were found to be too high, and the idea was given up. White is in Minnesota, and is sending in orders at a good rate. Ross is in the south, and is now doing well.

Splendid Sale of Sterlings.

C. G. Field, of the Sterling Cycle Works, was in Salt Lake City last week. Before he left he sold 148 Sterlings to the Salt Lake Cycle Co. Manager Oscar Groshell sold nineteen of them in three days. Mr. Field was in the city at the time the ballots closed on the voting contest for the most popular school teacher. The prize was a Ladies' Cleveland, and the excitement was at fever heat. The street in front of the Salt Lake Cycle Co.'s store was packed by an excited throng waiting to hear the result of the contest. Every five minutes "Pop" would announce the count. When it was announced that Miss Mary Bowers had received 37,956 votes, and had won the wheel, the cheering lasted for ten minutes. Miss Manning was second, with 29,996 votes.

"Ariston" Cycles.

Last year the wheels turned out by the Ariston Mfg. Co., of Westboro Mass., stood the racket splendidly, and met with a good sale. This year the company is better prepared to turn out wheels, and in consequence have several very handsome models. A glance at their neat catalogue shows this. The model B is a staunch looking little wheel weighing twenty-nine and one-half pounds and selling for \$125. The model C is the same, with the exception that it has a higher back-frame. Model E is built on the same lines, but is considerably lighter, weighing but twenty-five pounds. The Racer weighs twenty pounds. The Ladies' Wheel weighs between twenty-eight and thirty pounds, and runs very easy. The Ariston company "fit" their customers, and will build a wheel to suit, without extra cost. The features of their wheels are the bearings and the self-oiling chain.

Their New Spring Dress.

For the past two weeks the Chicago store of the Pope Mfg. Co. has been in the hands of the decorators, and it was not until last Friday that order was restored, and the place assumed its former neat appearance. The occasion for all this uproar was the spring house-cleaning. Manager Jackson had the walls repapered and the place thoroughly renovated. Down each side of the long store he had hardwood platforms laid, and this certainly adds to the appearance of the place. The long rows of wheels on each side of the store make the place look prosperous.

A Tire Fastener.

L. E. Brunemeyer, of Aurora, Ill., has something very good in the way of a fastener for laced tires. It is in the shape of a piece of metal with rows of little studs on each side. This piece of metal is placed between the inner tube and the outer cover. Holes are made in the shoe through which the studs are run. This holds the tire, but to make it more binding Mr. Brunemeyer has another little device which fastens the tire on so securely that it is impossible for it to creep or slip. Through the rim a little hole is made and a brass key slipped in, which passes through the metal in the tire and locks. Then a rider can defy any one to loosen the tire. The inventor has shown his device to Morgan & Wright, who are giving it a trial.

Every piece of tubing in the Sterling wheel is tested in a special machine before it is allowed to go into a wheel. This machine is a series of three rollers between which the tube is placed when ready to be put into the machine and rolled. If not round it will be made so, or if weak in any place it will collapse.

ENGLISH TRADE NOTES.

LONDON, March 31.—Speaking to one of the representatives of a leading American firm the other day I was surprised to learn that gear cases are not in much favor in the states. This seems very extraordinary, for over here no machine intended for road work is considered first-class unless the chain is thoroughly protected. Surely it is from a want of practical trial that the American riders have not adopted one of the greatest improvements in cycle construction, an improvement which upheld the superiority of the rear-driver just at the critical moment when the geared ordinary appeared. Had it not been for the gear case the latter machine would probably have been the cycle in England today, instead of being almost obsolete as it is, except in the modified form of the "Bantam." A cyclist who has once used a properly constructed gear case would never go back to an uncovered chain; as well expect the rider of a pneumatic to revert to the solid once more.

I am bound to say, however, that there is still a lingering prejudice against the gear case as is proved by the number of Loco chainless safeties which are being turned out by Messrs. Battersby & Sons, of Nottingham. For those who do not like a gear case the Loco is a capital machine.

At last an effort is being made to

Reduce the Price of Pneumatic Tires,

and really the movement has not come too soon. The Seddon company is responsible for the innovation, as a new Seddon roadster tire will shortly be put on the market at a figure but little in advance of that asked for an ordinary cushion. I have not yet seen the tire but I understand that it is of the simplest possible construction, is made from pure Para rubber and finished in the best manner. It should meet with a ready sale and may perhaps lead to a considerable reduction in the price of pneumatics generally, which is far too high at present as the dividends of the principal companies amply demonstrate. The Seddon people know how to go ahead and I wish them success in what is really fair price-cutting.

The latest novelty is the proposal made by a Mr. Blakeney, of London, to construct cycle frames and also the wheels, spokes, rims, etc., of paper. The tubes may be strengthened by the use of embedded pieces of steel and wire. Needless to say, no machines have yet been manufactured on this basis, but the matter is worth notice in case of subsequent developments. A good many tall rides have been done on paper before now, though whether that would upset Mr. Blakeney's patent I can not say.

I called in at Messrs. Singer & Co.'s London depot the other day and was shown their Modele de Luxe ladies' safety, and also their tandem safety, which is on the same lines. I have always thought, until recently, that Messrs. Singer & Co. were apt to be a trifle behind the times, but a careful inspection of their latest patterns shows that they are quite up to date this year. In fact the Modele de Luxe is a good way in front of a great many machines and the tandem is without doubt one of the best I have seen. I understand that the firm is doing good trade with both machines. An excellent tricycle is also one of the attractions, but unfortunately tricycles seem almost out of date now. This is a pity, but I suppose it is a case of the survival of the fittest, and the good old three wheeler has almost entirely given place to the safety. However, for those who still believe in it Messrs. Singer & Co.'s pattern should prove highly suitable, as it is built closely to the lines of the safety and is consequently fairly light.

Several small joint stock companies have been formed during the past week in connection with the cycle trade, but none of them are of any importance. One of these is the Humber Safety Unicycle Co., Ltd., with a small capital. What the Humber Safety Unicycle may be I am unable to state. The same subscribers have also started the Coventry Unicycle Co., Ltd.

Reorganizing Tire Companies.

It is really becoming a difficult matter to follow the movements of some of the tire companies just now. The latest reconstruction is that of the Seddon companies. It is the combination of the Seddon Pneumatic Tire Co., the Seddon Pneumatic Tire (French) Co., and the Seddon Tire (Continental) Co. It is practically on the lines of the recent Dunlop reconstruction scheme, and the three companies will now be under one management. The shareholders of the French and Continental companies will be asked to accept two £1 shares in the new company for every five held by them, and the parent company will meet them to a certain extent by relinquishing its large shareholding in these companies, an arrangement which will have the effect of reducing the capital from £160,000 to £100,000. Whether or not the French and Continental shareholders will quite see it I don't know. Thank goodness I don't hold any shares myself.

Brush Brakes for Pneumatic Tires

seem to be catching on, and a fair number of machines are now fitted with hem. Apparently the wear on the tires is very slight, and there is no lia-

bility to tear. These brakes, however, scatter the mud a good deal more than those of the ordinary pattern, and I personally prefer the rubber variety, or else a really good roller as fitted by the New Howe company.

Marriott & Cooper have opened a new and extensive factory at Coventry, and the M. & C. wheels will now have a larger output than ever. I have not yet had an opportunity of going over the new works, but I shall hope to do so shortly. The factory which has been acquired by the firm has, until recently, been occupied by the Caligraph Type Writer Co., and much of the valuable plant has been taken over, while a vast amount of the very latest machinery used in cycle construction has been purchased. The Humber, Ripley, and Olympia cycles are evidently going ahead.

I looked in at the Quadrant Cycle Co.'s London depot yesterday, and am pleased to note that the new pattern tricycle, which I described a short time ago, is meeting with great success. The demand, in fact, is almost more than the company can cope with, which shows plainly that

The Days of The Tricycle Are by no Means Over

in this country, as certain people would have us believe. The public, undoubtedly, appreciate a really strong and trustworthy three wheeler, complete with brake and mudguards, and scaling only thirty-nine pounds all on. I think that in the majority of cases it has been solely the extra weight which has prevented the more general use of the tricycle. In this country the roads are after all fairly good, and therefore the tricycle, if light, is little if anything behind the safety in the matter of speed, while it is exceedingly suitable for ladies. I hope to see it again become popular.

The Whitworth Co.'s ladies' safety is a little gem, and is, I hear, in great demand with the fair sex. The ladies are not slow to recognize a good thing when they see it, and it is, therefore, not at all surprising that the Whitworth is a favorite.

Starley's Popular Rover is a cheap and really high-class machine although it is called a second-grade cycle. It is rapidly gaining favor with those riders who can not afford the big prices now asked for first-grade machines. It is certainly a very strong and reliable mount, and the firm are doing good business with it.

The Share Market Seems to be Depressed. So far as cycle companies are concerned. Humber and Ridges are low, and the same may be said of nearly all the leading firms. The best tire companies are still at a considerable premium, but even their shares are quoted considerably lower than was the case a few weeks since. Evidently the publication of certain balance sheets has had an effect, and the public is not quite so eager for cycle shares as was the case a short time ago. Nevertheless, the total value of the export trade during the month of February is returned at no less than \$521,650, which is largely in excess of the amount for the corresponding month for the last two years. I am not, however, so sure that we can always judge the real condition of trade by means of returns of this class. A smaller amount in list value may easily represent a larger profit, and it would be interesting to know how the cutting system is working on the export line. I don't believe that the net profit on the export trade will be so great, in spite of the larger output.

There is the usual Easter rush over here, and nearly all the big houses are behind with their orders. It seems useless to order in advance, although that course is generally advised. The order for my own machine was given in November last, and yet the cycle is not to hand. I expect, that, after all, I shall, together with scores of others, have to take my Easter tour on my old crock. The methods of cycle manufacturers are a puzzle to me, and I give it up. Half the year they grumble at bad trade, and yet they can not complete an order for a safety under four months. I wonder how such slipshod management would succeed in other business concerns. There is certainly an opening for a firm building really first-class machines, and delivering the same on time. The present method of broken promises and endless correspondence and telegrams must be a heavy drain on the profits, and yet the lesson of businesslike management and promptness is not learned. The fact is, we have far too many young racing men in responsible positions over here, and it is their presence in the offices which accounts for a good deal of the mismanagement which is so apparent. The public is, I fancy, beginning to get a bit tired of this sort of thing; there is a limit to even Spartan endurance. WILL O' THE WISP.

Mark W. Hill Not Expected to Live.

It is with the most sincere regret that we learn just as we are going to press that Mark W. Hill of the Hill Cycle Mfg. Co. is dangerously ill and not expected to live for more than a few hours. He is receiving every possible attention and if medical skill can be of any avail will pull through. He is carefully attended by his son-in-law and daughter, Mr. and Mrs. Frank T. Fowler. His wife and son who were in Florida have been summoned to his bedside.

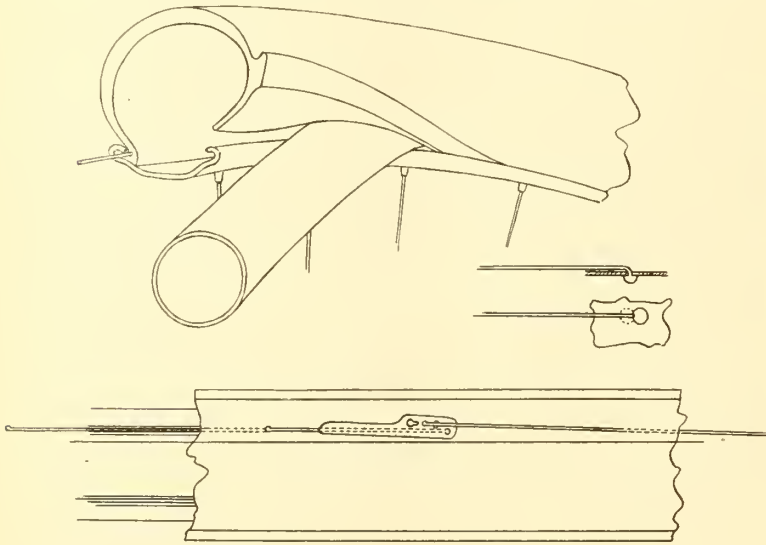
Stokes Will Handle the League Chainless.

The Stokes Mfg. Co. have been appointed western representatives for the League Chainless Safety. They received a sample wheel last week, and now have it on exhibition. The machine weighs but twenty-seven pounds

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
YOUR NAME IS VALUABLE
TO US
WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE
MORGAN & WRIGHT
CHICAGO

Peterson Invents a Tire.

K. Franklin Peterson, of Ravenswood, Ill., has patented a new idea in mechanically attached tires. It has one wired edge with a tension device, requiring but a slight return edge on the opposite side, thus permitting the inner tube to be easily gotten at, while the wired edge, not only prevents the outer casing from coming off at such a time, but also obviates all liability



ity of the tire creeping or coming off when partially or wholly deflated. Mr. Peterson's invention does away with the necessity for extra holes in the rim and external exposure of any of the fastening parts; as the eccentric lever for taking up the slack in the wire is operated inside of the outer casing, while the grappler or "clincher" edge is still open, in effecting repairs it is not necessary to disturb the wired edge.

To Advertisers.

We will be obliged if our advertisers will mail to this office copies of their catalogues, addressed "Proofreader." This to insure the correct insertion of cuts in advertisements.

...BICYCLE SUITS...

Send for Sample Card, Self-Measuring
Blanks and Prices.

NOBBY. CHEAP. STYLISH.

We make our

VAN SICKLEN SUIT

by the thousand and sell them all over
the United States.

DEALERS: Here is your chance.

WE FIT OUT CLUBS.



CYRUS W. BARR MFG. CO.,

287 Wabash Ave., CHICAGO.

Mention The Bearings.



Hear Ye!
The Triangle
FOR Everybody.

ROADSTER, 31 pounds.

LIGHT ROADSTER, 25 pounds.

LADY'S WHEEL, 30 pounds.

RACER, 18 pounds.

THE PEERLESS MFG. CO.,
CLEVELAND, OHIO.

Burglars made a bold raid on Jordan & Saunders store in St. Louis last week. They forced an entrance into the rear of the store and backed up a wagon, carrying off two new wheels, several second-hand wheels and a quantity of sundries. Detectives are hard at work on the case, but are working in the dark, as they have not the slightest clew.

The Graham Cycle Depot, at 779 West Madison street, is enjoying a fine spring trade. The Fowler wheel is handled for the West Side. Mr. Graham says that the sales have been many for the early spring. His repair department brings in a monthly income of over \$200, and is paving the way of the business.

The Avery Planter Co., of Kansas City, made a sale of thirty-five wheels to mail carriers last week. The machines were chiefly Road Kings and Dukes, and were sold at a very close margin. The carriers will use them in connection with their duties in delivering mail.

I. G. Gardiner, for several years agent for G. & J. at Charlotte, N. C., and A. M. Ross, who acted in the same capacity at Hot Springs, N. C., have formed a partnership and will handle the Rambler in east Tennessee, their store being located at Knoxville.

The C saddle of the Garford family has taken well with the trade seeking a light and elastic road saddle. Roger B. McMullen & Co. have largely increased orders for this saddle within a short time.

Hunt saddles are meeting with a ready sale in New England and the extreme west. This applies especially to the light saddle with the non-stretching top. These made a good record last year.

The Eastern Rubber Mfg. Co. reports that a tremendous demand is being made on them for their tires, and that they are continually adding machinery and workmen.

6 ¹/₂

3 ¹/₂

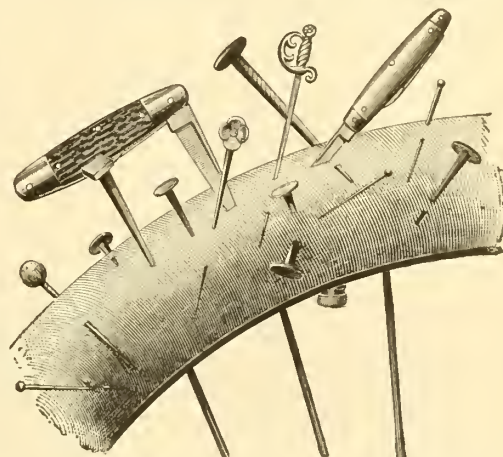
3

A

Story

Without

Words,



but it is "the handwriting on the wall," and is read by makers and riders of light bicycles who realize that the six pound tire must go.

As indicated, we make a **Full Road Tire weighing 3 ¹/₂ and Light Road 2 ¹/₂ pounds**, saving two to three pounds over any other make.

Our Constrictive Fabric enables us to secure this great reduction in weight, at the same time supply a tire that never cracks or Breaks, and stands 250 lbs. air pressure. This in conjunction with the **SELF-SEALING AIR TUBE**, makes the Ideal Pneumatic.

... SEND FOR CATALOGUE ...

NEW YORK TIRE CO., 97 Bank St., NEW YORK.

We will remove April 15th, to 23 Warren St., N. Y.

MENTION THE BEARINGS

STOLEN

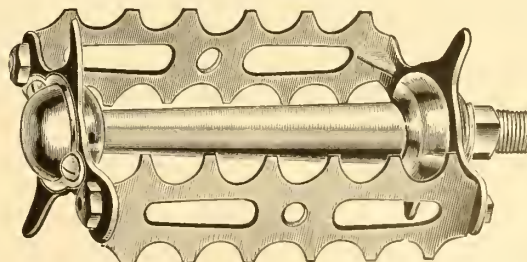
Bike is printed on one-half of the postal cards received by dealers and clubs. Is it not time that wheelmen put a stop to this fad? We are here for that purpose, and for the small sum of \$2 the first year, and \$1 a year thereafter, we will either find your wheel or give you another. In fact we will do more. Write us for full particulars.

AGENTS WANTED in every city and town in the United States, on liberal terms. Apply at once, **Wheelmen's Registration Co.**, 18 Boylston B'ld'g., Boston, Mass.

Mention The Bearings.

The • NIAGARA • PEDAL

Is now Manufactured **ONLY** in the



Niagara Cycle Fittings Co.'s New Plant.

♦♦♦♦

41,000 Pairs sold in 1893, and not a pair returned. Capacity for 1894, 500 Pairs per day.

No old tools to patch up, and no old stock to work off.

Mention Bearings.

198 and 200 Terrace, BUFFALO N. Y.

JULIUS ANDRAE, 225 W. Water St., MILWAUKEE, WIS.

SOLE AGENTS IN THE NORTHWEST FOR

THE • CRAWFORD • LINE

MENTION THE BEARINGS

CRAWFORD MFG. CO., HAGERSTOWN, MD.

WHERE THE ECLIPSE IS MADE.

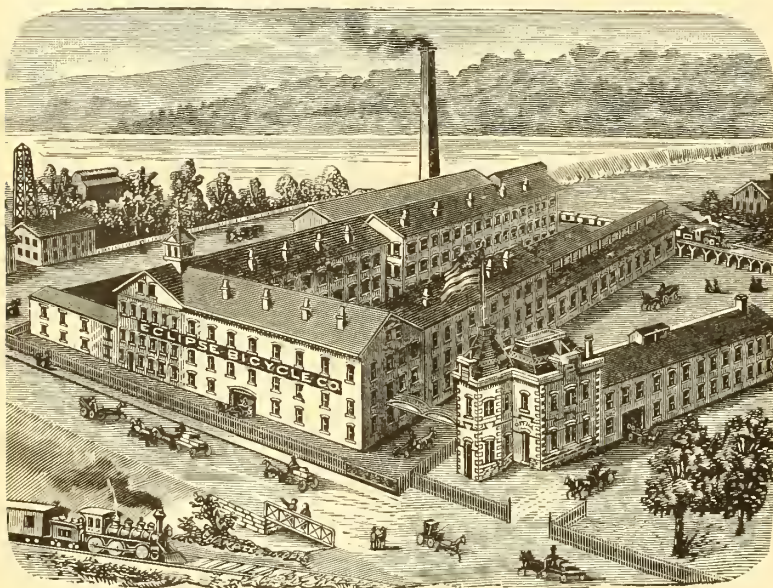
A Visit to the Factory of the Eclipse Bicycle Co. Shows That They Have a Wonderful Plant—Rushed with Orders.

BEAVER FALLS, PA., April 8.—The Eclipse Bicycle Co. claim to have the fourth largest bicycle factory in the United States, and, judging by appearances, they are not far out of the way in their calculations. A BEARINGS representative was shown through the place by A. A. Taylor, manager of agencies, and, to say the least, he was very much surprised at the magnitude of the factory.

Mr. Taylor led the way through the big gate in the front of the building and entered the tool room. Here is where the tools for all of the other departments are made, and here are found the most expensive machinery, and the most skilled and highest paid mechanics. From here a visit was made to the rim room, where rims are made from bars of cold drawn steel. In the brazing room there was a scene of activity. The room was filled with workmen, all busy in brazing parts and making the pieces of steel resemble a bicycle. Eighty men were working in the vise room filing all roughness from the frames and parts. Behind this room is the electrical department, where two large dynamos grind out light enough to keep 450 incandescent lights burning, so that a force may work overtime.

Another part of the building was then visited. The first room entered was filled with lathes, screw machines, milling machines, shapers and drill presses for drilling out, cutting down, and finishing the rough drop forged steel hubs, sprockets, cranks and connections. Passing through the polishing room Mr. Taylor ushered the newspaper man into the nickel-plating room where ten large plating baths are being rushed with work.

In the stock room upstairs one is astonished at the huge quantities of material which fill the rooms. All the material that is received is carefully



weighed, measured or counted and inspected by a competent inspector. The assembly room is a side partner to this department, for all the material must, sooner or later, pass into the assembly room, where it is put together and the Eclipse comes forth a perfect bicycle. A very complicated set of books and records is kept in this department and every ounce of material and every little nut and screw is kept track of.

In the spoke room, where the spokes are placed in the wheels, 150 wheels per day are turned out. Then comes the enameling room, with its large force of men, and then a visit was made upstairs to the leather department where saddles and tool bags are made. Back of this are the shipping rooms, from where Eclipses are sent to all parts of the United States.

The entire plant is heated by steam from the large boiler house, and piped throughout for the Neracher-Hill automatic fire sprinkler system. The latter being supplied with water from a large tank containing 10,000 gallons, situated at the top of a huge derrick over seventy-five feet from the ground and which towers above the large three-story buildings. The building is supplied with fire hydrants, connected with the city mains, and has an ample supply of fire hose attached to reels.

Although the works are supplied with a large engine and a full battery of boilers, yet the motive power used is water, which is supplied from the Beaver River. This motive power is communicated to the vast collection of machinery by means of a system of turbine wheels, with a capacity of 500 horse-power. The engine is only used in case of an emergency.

The general office of the company is situated in a handsome pressed brick and stone building, to the right of the works.

BICYCLES AS DRY GOODS.

The manner in which the bicycle trade of the country is extending its ramifications throughout every state in the Union is one of the remarkable subjects of comment in the growth of this now all-important branch of the sporting goods trade.

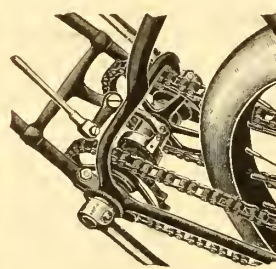
During the last few years, a productive field for the cycle manufacture

has been the established hardware dealer in city and town. Hardware dealers, as a rule, even of the smaller class, are necessarily, from the amount invested in their stocks, a satisfactory trade to deal with from the standpoint of the manufacturer. Further than this, for some years past the hardware dealer has been more or less closely identified with the sporting goods trade, as a result of handling fire-arms, ammunition, dumb-bells (in many instances gymnasium appliances), and tennis, as well as cricket, baseball, and other field sport outfits. That they should find in bicycles, therefore, a salable line, is not surprising. Moreover, the average hardware dealer is in a position to meet the demand for repairs, and a renewal of damaged parts, which is just as sure to arise when bicycles are handled as is the case with any other maker or dealer of vehicles.

Within the past year still other branches of trade have been induced to handle bicycles as a side line. Many have found the line a profitable one, particularly at the outset of the season, when buyers have been numerous and wheels of any up-to-date make have been easy sellers. Among the trades for the past year to whom the bicycle has proven an irresistible bait, is the dry-goods trade. Quite recently, a syndicate of such houses has been formed for the handling of several makes of wheels. With these houses the season will doubtless start off satisfactorily. In many instances, however, there is more than likely to be a reflex action of sentiment upon the part of the dry-goods merchant who has undertaken to handle bicycles, and this will occur when the purchaser of these wheels, as the season advances, comes at him for new spokes, new saddle posts, new pedals, or repairs which are almost sure to be needed, as a result of wear or accident before the year's guarantee, which we presume will have to be given, is up. In such event, we can not see other than an unsatisfactory state of affairs for both the maker and the agent, to say nothing of the rider. Dry-goods stores are not repair shops, and to establish a repair shop in the average dry-goods store, would most assuredly be a radical departure for the average dry-goods merchant. These comments are simply made as suggestions, the force of which may be felt later on.—*Sporting Goods Gazette.*

The "Clymer."

This year there is quite a demand for two-speed-gear bicycles, and there are now several different firms turning out wheels to meet the demand.



One of them is the Berlin Machine Works, of Beloit, Wis., who pin their faith to the Clymer. The accompanying cut shows what is known as the Clymer clutch, showing how the gear works. The following from a circular issued by the company, tells all about the wheel:

The Clymer is a new two-speed bicycle equipped with two chains and two sprockets, geared to forty-five and sixty inches—each entirely independent of the other, and operated by a switch at the steering head. Using the large sprocket, we have a machine of regular motion; using the smaller one, we are, by means of the increased leverage, able to ride up hills, through sand and mud, or into head winds, while others must walk and push their machine. In all two-speed devices heretofore brought to our notice, more or less danger attends the changing of speed. This failing we have entirely avoided in our special clutch mechanism, which is so constructed that when the clutch is at the center of the crank-shaft the sprocket wheels are both entirely out of gear for coasting, and from this position by a slight movement of the switch the clutch may be moved to engage either the high or low speed by first putting the pedals in motion to conform to the speed of the rear wheel. The entire wheel is of the latest design, built upon popular lines, having a forty-six-inch wheel base, thirty-inch wheels, Morgan & Wright tires, Fish saddle, dust-proof bearings at every necessary point; the whole constructed from the best materials obtainable, and strictly high grade in every respect.

Stolen.

Ribble & Fisher, 76 N. Pennsylvania street, Indianapolis, reports the loss of Arrow, No. 1251, '93 pattern, fitted with M. & W. tires, and a twenty-inch frame. \$10 reward is offered for the return of the wheel.

Twenty-five dollars reward is offered for the return of Aëolus, No. 6879, which was stolen from M. B. Hart, of Ravenswood, Ill.

The Outlines of Sylph Cycles are Graceful — Perfect

As will be seen by the accompanying cut. We manufacture four other patterns, all of which look equally as well.

WEIGHTS—22, 26½, 28 and 30 pounds. We furnish either wood or steel rims as desired, also give choice of three styles of pneumatic tires.

BEARINGS—Extra care is taken with the bearings, which are as near dust proof as it is possible to make them and admit of the finest adjustment.

"Sylph Cycles run easy." Are highest possible grade and pronounced handsomest of the season.

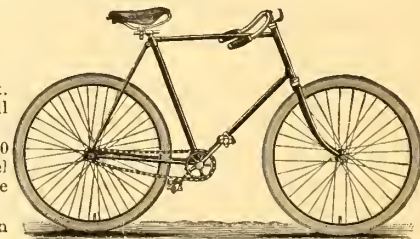
Catalogue Free.

Agents Wanted.

ROUSE, HAZARD & CO.,

Manufacturers; Oldest and Largest
Dealers in the U. S.

142 G St.,
PEORIA, ILL.





Retailers Remember

Remarkable
Raleigh
Results

R ALEIGH
IDERS
EGULARLY
ECREATE
OUND
OUGH ROADS.

R ALEIGH
IDERS
ACING
UN RINGS
OUND
IVALS.

R ALEIGH
ARELY
EQUIRE
EPAIRS.

Raleigh Cycle Co.

289 Wabash Ave.

CHICAGO

2081-2083 Seventh Ave.

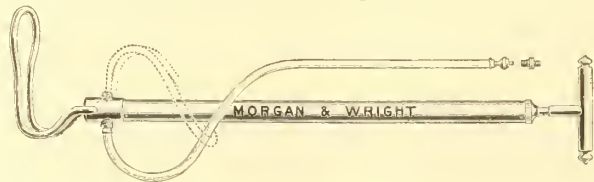
NEW YORK

ZIMMERMAN ON TRAINING, 50c.

Mention The Bearings.

M. & W. Floor Pump.

Morgan & Wright expect to dispose of a large number of their floor pumps this year. This pump is one of the cheapest high-grade pumps made. It is in no way inferior to the pumps selling at \$3 and \$5; it is strong and well made, has a fine nickel finish, and will inflate the tire in a few strokes. The dimensions are as follows: Length, seventeen inches; diameter,



seven-eighths of an inch; rubber connection, eighteen inches. The nipple for attaching to the valve is so made that it can be screwed into the valve without twisting the rubber. The dotted line in the illustration shows the foot of the pump folded up. This pump is furnished with both inlet and outlet check-valve, folding foot-piece, universal tire-connection, solid metal handle. The price is \$1.50.

The "Phoenix" in Chicago.

Last Monday, J. P. Walter, who represents the Stover Bicycle Co. on the road, completed a deal with John D. Bangs & Co., cooking and heating apparatus manufacturers, at 276 State street Chicago, and the Phoenix will be represented in Chicago this year. This firm have been in the manufacturing heating apparatus for twenty years, and concluded that bicycles would be a paying investment. They placed an order with Mr. Walters for fifty machines. After May 1 they will be located at 274 Wabash avenue.

They're in the Business to Stay.

The Spalding Machine Screw Co., of Buffalo, write: "A gentleman connected with a company, in a sense a competitor of ours, is industriously circulating a report that we have retired from the steel ball business. The report is without foundation, and we wish in this public way to inform the trade that we are taking care of our contracts in the promptest manner, shipping balls of our own manufacture. We beg to add that we are soliciting further business in this line, and will guarantee to furnish promptly steel balls as good as any on the market, and at a low figure."

Sager Saddles.

The business of the Rich & Sager Co., manufacturers of the popular Sager saddle and Beauty child's seat, has grown to such extensive proportions as to keep the large Rochester factory in active operation day and night. This company are having a great demand for its B special, a saddle which brings the rider two inches nearer the frame than any other high-grade saddle in the market. The B special, an eighteen-ounce saddle with spring, is similar to the A special, direct post, which does away with the L and T post, thereby saving weight and bringing the rider over his work.

From the Red Star Mfg. Co.

The Red Star Mfg. Co. writes: "We wish to caution buyers against the many schemes afloat to trade on our well-known brand, Red Star. Riders who want the goods made by this company should always go to a dealer in bicycles and bicycle sundries, as the Red Star specialties are never sold to dry goods houses or others not in the legitimate trade. Cases have come to the notice of the company of a worthless fluid oil being palmed off on an unsuspecting rider as being the well-known Red Star Solid Illuminant for bicycle lamps. If a dealer offers these goods at cut prices, refuse to buy, for he can not afford to sell the genuine goods at less than list price. He either has some one's old stock or is deceiving you."

A Correction.

The Monarch Cycle Co. write that they wish to make a correction of the statement that appeared in THE BEARINGS with reference to the list

price of their output of wheels, wherein it was stated that the 64,000 which they will build during the coming season are \$100 wheels. This is incorrect, from the fact that twenty-five per cent of their output will list at \$125, while they will have a racing machine listed at \$150.

Hundreds of Humbers to Sell.

It has leaked out that Horace Bell has purchased about four hundred and fifty Humber bicycles, formerly the property of Montgomery Ward & Co., of Chicago. Bell sailed for England on the Lucania last Saturday, giving it out that he was on a pleasure trip; it would not be strange if it had something to do with Humbers, however. The wheels in question are in bond, no duty having been paid on them.

More Room For the "Ariel."

Manager C. H. Plumb has enlarged the Chicago branch of the Ariel company and now has plenty of room to display the many fine points of the machine. He has secured the store next to the corner of Van Buren street and Wabash avenue and has torn down the partition, making the two stores one.

A Folding Bicycle.

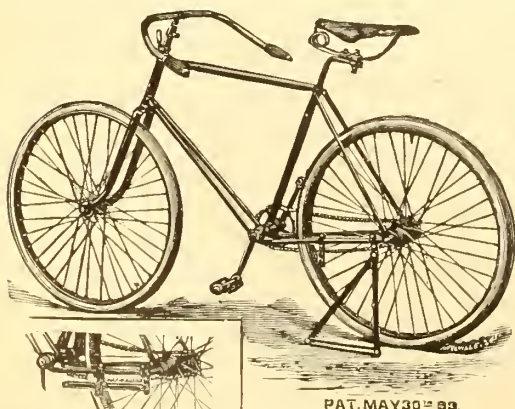
The latest freak of our French neighbors, who are somewhat inclined to flood us with oddities in connection with cycles, takes the form of a safety bicycle so arranged that it will fold up somewhat after the style of *pince-nez*. This idea is due to M. Jules Simon, of Paris, who builds his frame of two parts, fitted with hinges, permitting the machine to be turned round, so that the wheels shall come side by side. Suitable means are provided to preserve the rigidity and strength of the machine when in use. It is claimed that the folding arrangement does not lessen, in any degree, these qualities of an ordinary safety, but—*qui vivra verra*.—Irish Cyclist.

Entry blanks for the fifth annual Poorman road race may be had upon application at this office.

A WORD ABOUT RIMS.

The bicycle business is a comparatively new business. Every once in a while there comes a radical change, usually when it is least expected. There is scarcely a reader of THE BEARINGS who does not remember the time when the "good old ordinary" was the only thing. Ordinaries were built by many different firms, but the same general style was adopted by all. Then came the safety. There were almost as many different styles of safeties at first as there were makers of them, but, in due course of time, they all adopted the same general lines. Suddenly there came the craze—it was nothing more—for lightness, and now the wheel that scales over thirty to thirty-two or three pounds can scarcely be considered to be "in it." And tires—but if a discussion of the tire question were taken up this article would become a serial.

From what has been said above it seems clear that the riding public will keep on trying experiments until it finds out what is best, and then adopts it. What holds good in the general styles of wheels holds good in the parts of which they are made. The question of rims is one that is provoking no end of discussion at the present time. Now all the cry is wood rims. Several manufacturers have been heard to remark that they considered wood rims an experiment as yet, and admitted that they were forced to put them on their wheels against their own best judgment, simply because the riding public demanded them. Such being the case it seems fair to presume that wood rims can not yet be accepted as the best thing until they have withstood the test of a couple of seasons' general use. If something is found of which to make rims that answers the purpose as well as wood, and can be so put on the market at a lower price, or some other material is found to serve the purpose better than wood, then wood rims are doomed. It is very possible that the aluminum rims, which are now being used with great success by the Eagle company, will be the thing to succeed wood and steel in the manufacture of bicycle rims. Who knows?



PAT. MAY 30 1893.

Whipple's Portable Safety Stand

Always where you want it.—Viz: On your wheel.

Weight, 10 to 14 ozs. Price, \$1.00.

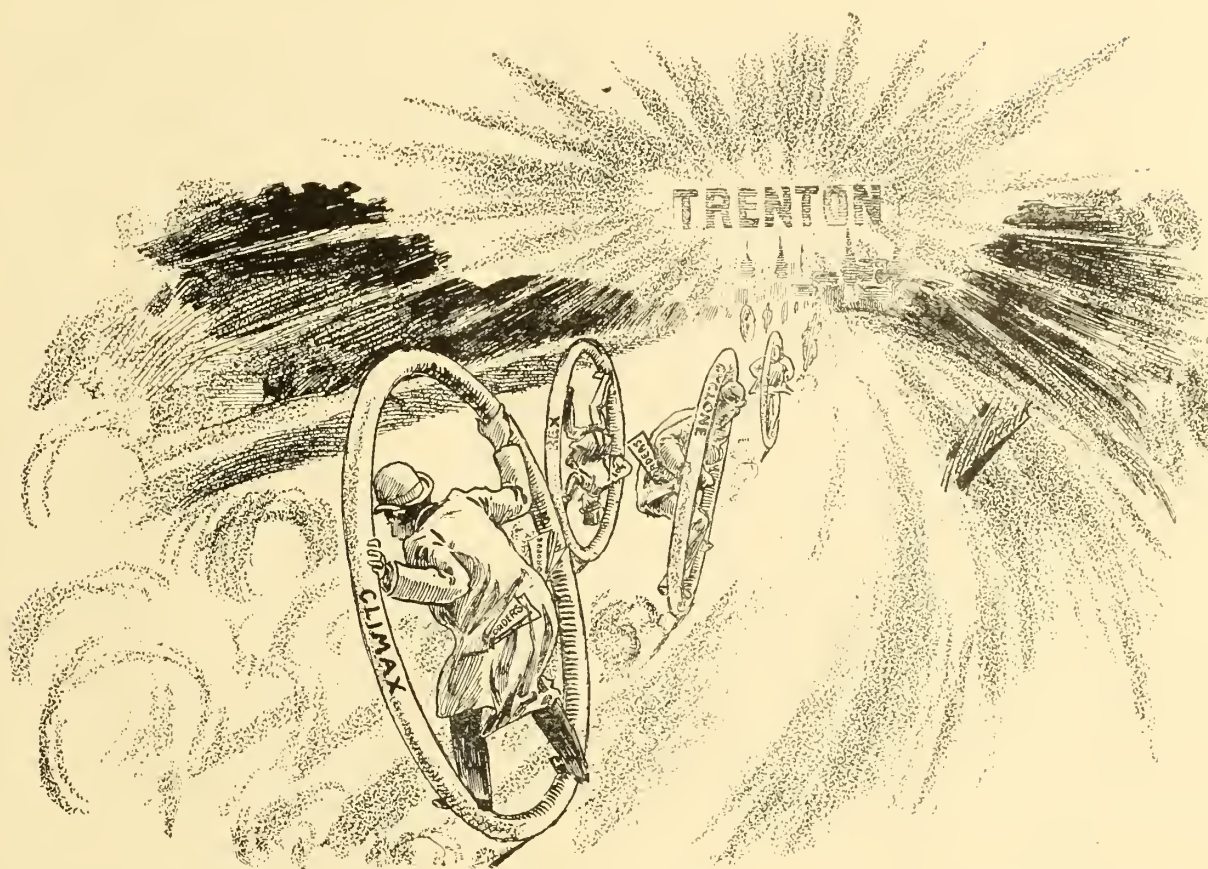
Are You an Agent? A Hustler?

If so, write us. We will interest you. We will make \$ for you this season if you WRITE NOW! If you wait the other fellow will get the start of you, for remember, WE SELL ONE DEALER ONLY IN EACH TOWN, and guarantee him protection. Riders buy our stand at sight, why? Because it's a convenience. Light, cheap, durable; guaranteed not to rattle. Fits any wheel. Write for prices in quantities. Where we have no agent we fill orders for single stands on receipt of price. Express prepaid. Delivery guaranteed.

C. J. WHIPPLE,

WATERLOO, IOWA.

Mention The Bearings.



This Picture Represents

the return to the Eastern Rubber Mfg. Co's. office and factories at Trenton, N. J., all our traveling salesmen who have been soliciting orders for CYCLONE, CLIMAX, and REX Pneumatic Tires of our manufacture. It may seem strange to you that during these dull times any manufacturing company should do what we have done. Our factory is full of orders and we are running day and night to fill them promptly.

It would be manifestly unfair for us to take the many large orders that our salesmen might have secured from manufacturers, and deprive the many thousand customers consisting of jobbers and repair men, also the riders who have shown us so much consideration through these people, from securing these most excellent tires.

Every person has been treated fairly by us and always will be. We have not a dissatisfied customer on our books.

Riders, dealers and repair men are requested to send to us for a sample of our tires, which will be forwarded free of charge.

If your present air tube is defective or leaks, send for sample and information pertaining to the "Invincible."

Every one should send for and use our inner tubes, each one bears our name and every tire our written guarantee.

In the CYCLONE, CLIMAX, and REX you get the best tires, most reliable, resilient and strong. Catalogue and low prices will be sent you. Address all communications to

EASTERN RUBBER MFG. CO., Trenton, N. J.

BRANCHES:

NEW YORK,
CHICAGO,
PHILADELPHIA,
WASHINGTON, D. C.,
PITTSBURG,
ST. LOUIS, MO.,

90 Chambers Street.
207 Lake Street.
Arch near Broad, H. D. La Cato.
Goodyear Rubber Co.
F. S. Haywood & Co., 86 Water Street.
Day Rubber Co.

Mention The Bearings.

Changes in the Trade.

DES MOINES, IOWA.—Kenyon Co-operative Bicycle Co., incorporated; capital stock, \$5,000.

DETROIT, MICH.—Andrews Cycle & Mfg. Co., incorporated; capital stock, \$15,000.

BALTIMORE, MD.—George W. Trimble hardware and bicycles; assignment reported.

EUREKA, CAL.—Stoessinger & Gronemeyer, hardware and bicycles; dissolved.

COLORADO CITY, COLO.—Midland Hardware Co., hardware and bicycles; C. A. Crane retires.

CRESTON, IOWA.—Holcomb & Evans, hardware and bicycles; dissolved.

GREENSBURG, PA.—A. J. Turney, hardware and bicycles; judgment for \$15,000; reported recorded.

ROCKWELL, IOWA.—E. Jeffrey, hardware and bicycles; succeeded by Jeffery & Co.

WALSBERG, COLO.—W. J. Stanley, hardware and bicycles; reported sold out.

BELVIDERE, ILL.—R. F. Tousley, hardware and bicycles; sold out.

FREEPORT, ILL.—William E. Sibley, hardware and bicycles; sold out.

CHILLICOTHE, ILL.—Henriette Thompson, hardware and bicycles; deed \$2,100.

GALESBURG, ILL.—G. B. Churchill, hardware and bicycles; deed \$3,000.

MARSEILLES, ILL.—F. M. Tryon, hardware and bicycles; assigned.

SOUTH BEND, IND.—Singer & Crevison, hardware and bicycles; sold out.

SPENCERVILLE, IND.—J. M. Beans, hardware and bicycles; sold out.

SOUTH BEND, IND.—Maul & Kramer, hardware and bicycles; dissolved.

GUTHRIE CENTER, IOWA.—H. J. Hess, hardware and bicycles; deed \$7,800.

PAINTED POST, N. Y.—Bronson Bros., hardware and bicycles; dissolved, W. F. Bronson continues.

HARRISBURG, ORE.—O. P. Hyde, hardware and bicycles; reported Lee Tyler admitted to half interest.

PORTLAND, ORE.—Seasequest Bros., hardware and bicycles; gave mortgage for \$5,000.

HARRISBURG, PA.—D. M. McCormick & Co., hardware and bicycles; in possession of sheriff.

PORT TOWNSEND, WASH.—L. B. Hastings & Co., hardware and bicycles; sold out.

LOUISVILLE, KY.—J. W. Reccius & Bros. sporting goods; J. W. Reccius realty mortgage \$5,000.

CENTRAL LAKE, MICH.—Doerr & Goodman, hardware and bicycles, chattle mortgage \$530; discharged.

TOLEDO, OHIO.—James Strudwick, hardware and bicycles; chattle mortgage \$171.

VANCOUVER, WASH.—Sparks & Tracy, hardware and bicycles; dissolved.

BIRMINGHAM, ALA.—Crellin & Safely, bicycles; gone out of business.

BIRMINGHAM, ALA.—H. L. Warner, bicycles; reported sold out.

PORTLAND, MAINE.—The Beebe Tire Mfg. Co., organized with J. D. Beebe, president, and G. Ripley, treasurer, to manufacture tires, etc., capital stock \$100,000.

This Tire is a Corker.

A Dutch pneumatic tire is constructed on the principle of the Tangbe tire, i. e., the interior air pressure is the same as the exterior. The special advantage claimed for this tire is that it is made almost entirely of cork, prepared in such a manner that it is exceedingly elastic, and wears very slowly. The elasticity is produced by a pad resting upon rubber in the tension. It is lighter than ordinary pneumatics, and having two cork borders it can not jump off the felloe. It has been thoroughly tested, and is light for the track and strong for the road, and non-puncturable.

Wanted, Two Assemblers.

The St. Louis Refrigerator & Wooden Gutter Co. are looking for two good assemblers. These men are wanted immediately and applicants should send in their names at once.

A Fire on Cycle Row.

Last Monday night fire made a black spot on Cycle Row, Chicago, the flames partially destroying the old store of the Sieg & Walpole Mfg. Co., at 271 Wabash avenue. Then going around the rear of the Ariel company's store it gutted the building on Van Buren street next door. The loss was slight.

TRADE JOTTINGS.

Swift parts can be obtained from J. W. Bills, 494 East North avenue, Chicago.

Ralph Temple has opened a large riding school at 158 Twenty-second street, Chicago. He reports a large business in Halladay-Temple Scorchers.

The Herald Cycle Co., of 114 Nassau street, New York, are looking for agents in all parts of the country. Their wheels weigh from twenty to thirty pounds.

Zimmerman is of the opinion that the Derby is a ready seller and a first-class wheel in every particular. Burtis & Zimmerman are New Jersey agents for the wheel.

W. C. Paine of Evansville, Ind., is organizing a stock company to take his bicycle business in hand. Paine has had great success in his business but has been greatly handicapped by sickness.

A woman drifted into the Chicago branch of the Pope Mfg. Co. last week and asked to look at the wheels. She was shown several models and was duly impressed. Finally a thirty-five pound Columbia, listing at \$125, was brought out. The woman was told the weight and price. "Huh," she grunted, "I know where I can get a twenty-eight pound wheel for \$100." And with this she flounced out of the store.

Don't Give Credit.

The Premier Cycle Co. report the following letter:

Dear Sirs: The Helical roadster arrived in good shape, and it is a daisy. I don't think the catalogue does it enough credit. I don't see how it can help taking.

Yours truly,

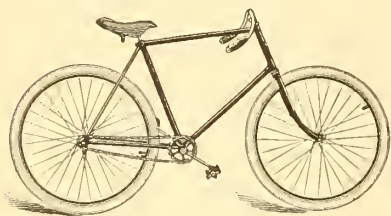
FLUSHING, R. I., March 11, 1894.

(Signed) E. E. DREW.

The Premier company add that not only this wheel but their entire line of 1894 patterns are "taking" with the public taste like vaccine virus on an infant's arm. They are hustling night and day to keep up with orders.

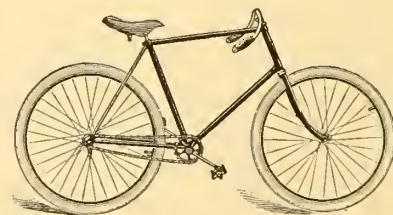
The Royal Flush Cycle Co.

For the past eighteen months this company have been making bicycles at Elyria, Ohio, but their business has grown to such proportions that they have been compelled to move to Toledo, where they have better facilities for making wheels. At the present time they have very commodious quarters at 40 and 42 Erie street, and have started in with thirty men turning out wheels.



WHY NOT

Buy The Best?



If you are going to invest \$125 in a new wheel, why not get a wheel that is built for THE RIDER, and is actually worth the price you pay for it. You cannot afford to pay this amount of hard earned cash for a wheel that is listed at \$125, and sold at less than half that price to a jobber, then at a good big discount to a dealer, and then at a list price to you. Don't do it; you cannot afford it; you only get a wheel that is worth about \$75, and the balance of your money is wasted. You cannot afford to do it.

Tribunes are built for the Riders.

You get Full Value for your money
when you buy a Tribune.

THINK IT OVER

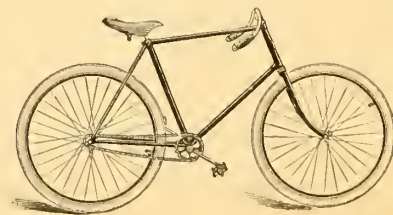
AND SEND FOR CATALOGUE



The Black Mfg. Co.,

MENTION THE BEARINGS.

ERIE, PA.






THE SOLITARY TOURIST



THE BEARINGS

Vol IX
No 12

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, APRIL 20, 1894.

"BULLETIN" TROUBLE SETTLED.

The Executive Committee Complies With Postal Rules and Subscriptions to the Organ are Voluntary.

NEW YORK, April 16.—What with Troy's arrival from France, the farewell dinner to be given Jimmy tonight, the theater party at which Zim will figure prominently, and the Executive Committee's session yesterday at the Grand Union hotel, the cycling public hereabouts have had quite a lot to talk about.

The Executive Committee met in parlor A of the Grand Union hotel. Luscomb, Willison, and Perkins went into secret session at 12:30 o'clock, and left a number of newspaper men wondering how long before they should set eyes on the "men of mystery" again. One, two, three hours went by, and still no tidings. Four hours, five, six hours, and the pencil pushers became tired. At 6:30 p.m. the crowd of reporters, with the exception of THE BEARINGS man, went out on a still hunt for a billiard table on which to kill time.

The reporters had not been gone five minutes before

The Trio Came Slowly Down the Stairs

and quietly announced to THE BEARINGS man that the session, which had been one of calm tranquillity, was ended, and everything was lovely. From Mr. Luscomb, it was learned, that the *L. A. W. Bulletin* matter had been fixed, and that no more trouble need be feared from that source. In reply to the question as to how it had been arranged, he said, that being official news it would be sent to the official organ first, but until it has appeared in that paper, no daily or cycling periodical need expect it. From various sources it was learned that Mr. Willison had spent several days last week at Washington and had been given instructions by the postmaster general as to what the requirements of the department in regard to the publication of the *Bulletin* called for. With these papers, in his possession, Mr. Willison came on to this city, where the conference was held yesterday. The following message was telegraphed, immediately after the meeting adjourned:

ABBOT BASSETT, Boston, Mass.

Executive Committee orders office of publication established in Chicago. *Bulletin* subscription voluntary. League renewals \$1; applications \$2. Repeat this to Chicago. Postoffice requirements exactly followed.

CHAS. H. LUSCOMB.

From this telegram it necessarily follows that whatever the postoffice requirements are they have been complied with.

The two-mile bicycle race in the games of the Twenty-second Regiment at Sixty-sixth street and Ninth avenue, last week, was won by H. F. Thompson (140 yards), R. W.; J. W. Judge (scratch), R. W., second, and H. K. Zust (200 yards), third. Time 5:40 2-5. Not so very slow for an eight-lap, indoor armory surface.

BRESLER KNOCKED OUT.

DETROIT, April 18.—The results of the special election of officers of the Michigan division, as canvassed are: Chief consul, R. G. Steel, St. Johns; vice consul, F. E. Pines, Detroit; secretary-treasurer, F. H. Escott, Grand Rapids. Few of the Detroit members voted, and only a third of the full vote was cast. The former election was set aside by the National Assembly and another one ordered. The Detroit men, who had been deposed as officers of the Michigan division, refused to incur the expense and the election which closed last night was conducted by national officers.

Will Have a Jolly Time.

The Brighton Bicycle Club, of Cincinnati, will give its annual steamboat excursion down the Ohio River, a distance of fifty miles and back, on Sunday, May 27. The club has fifty members, and all invariably go on these excursions. With Joe Poorman, the bicycle dealer, and Messrs. Windisch and Windmueller, the wealthy brewers, and a score more of such jovial spirits, it is small wonder all have a high old time.

Sanger Leaves for Denver.

MILWAUKEE, Wis., April 16.—Trainer Dumbleton, who will handle Walter C. Sanger this year, was in the city last week. He was well pleased

with the condition in which he found Milwaukee's champion. The plans that Sanger train in the south have been abandoned.

Sanger left for Denver today. It is likely that he will ride at the races to be given at the Midwinter Fair at San Francisco. He is already in elegant condition, and with a little training will be in better riding trim than ever before.

The Milwaukee Wheelmen have undertaken a task that is worthy of mention. At a recent fire at the Davidson theater in this city, nine firemen lost their lives. The Milwaukee Wheelmen have decided to give a benefit performance for the widows and orphans of the dead heroes. The Wheelmen are already hard at work rehearsing and selling tickets, and hope to clear about \$500 for the benefit of the bereaved ones. The show will be given on May 10.

Time Prize Winner Takes His Pick.

ST. LOUIS, Mo., April 16.—At a meeting of the Forest Park Road Race Association held last week it was decided to introduce what is somewhat of an innovation in road races. The association decided that the winner of the time prize was the best man in the race, and that he was entitled to select out of the assortment of prizes before the rider coming in first; that the second-time prize was to be a diamond medal, and the third-time prize to be a handsome gold medal. In the selection of prizes the winner is to have second choice out of the assortment and the remainder to select in the order of finishing. The prize list this year will be nearly double that of last year, as four, and possibly six high-grade bicycles will be up as prizes. The prize list will not be made up entirely until the latter part of the month, but entry blanks will be out this week, and can be obtained from the secretary, W. P. Laing, 1728 Olive street.

Two surprises were sprung on local cyclists last week; one was the resignation of Edgar S. Barnes as secretary-treasurer of the division on account of his removal to Springfield, Ill., and the appointment of W. M. Butler, by Chief Consul Holm to fill the vacancy; and the other was the appointment of E. N. Sanders as official handicapper for the eastern portion of Missouri. Sanders is an old-time racing man, and will undoubtedly make as efficient a handicapper as could be found, but the surprise was at A. J. Emery, the former handicapper, giving up his job, as it was through his influence that Sanders was appointed. Emery has served for a number of years in various positions of the L. A. W., and the local clubs, and is probably tired of being in harness, and intends to retire to private life.

Zimmerman Sails For France.

NEW YORK, April 18.—Zimmerman sailed today for France. He embarked on the steamer New York and hundreds of enthusiastic friends waved handkerchiefs and wished him bon voyage as the big boat pulled out of the slip. Representatives of nearly every club in New York and many from Jersey, the "Skeeter's" home, remained on the quay and watched the vessel, upon the deck of which their idol stood, until it was well out to sea. Zim was accompanied by Willis B. Troy, and George A. Banker.

Johnson Refused Admittance to the N. Y. A. C.

NEW YORK, April 18.—John S. Johnson has been refused admission to the New York Athletic Club, to which he recently applied for membership. The club announces that it wants no amateurs of Class B or professionals on its roll. Class A men who, in the opinion of the club, are the only real amateurs in the racing ranks of the League of American Wheelmen, are given preference, and they alone will be permitted to wear the red emblem of the winged heel.

The Chicago Races.

The management of the Saturday matinee races at Chicago has been given to H. S. Cornish, of the Chicago Athletic Association. The first meet will be given on June 2 instead of May 30. There will be four events at each meet and all for Class A riders, the prizes will be up to value and will consist of jewelry. The track at Thirty-fifth street and Wentworth avenue is now being put into shape and will be ready for the racing men next week.

THEY ARE PATRIOTIC WHEELMEN.

Boston Cyclists Preparing to Celebrate Patriot's Day—Rules Drawn Up to Govern Road Racing.

BOSTON, MASS., April 14.—Way down in the depths are the spirits of the merry cyclers of this town and vicinity. The sun has not shone for just eight days, and the ground is covered with mud about three inches deep. The air is intensely cold and damp, and there are no prospects of anything better for some time. Next Thursday is the new holiday, April 19, named by the governor as Patriot's Day. This is especially the wheelmen's day, as they had a large part in the agitation which resulted in the abolition of Fast Day and the substitution of this day. They have made elaborate preparations to observe the day, and they will be terribly disappointed if the weather does not serve them right.

The Massachusetts Club, which last year rode over the route of the messenger Paul Revere, will this year go over the route of the British from Boston to Concord. The first part of the observance will begin today, when a number of the club will attend

Divine Service in the Old Christ Church,

still standing, where the signal lanterns were hung. Wednesday night there will be a patriotic entertainment in the clubhouse, and the house will be decorated with flags and bunting. An illustrated lecture on the scenes and memories of the route will be delivered, and a drum corps will furnish stirring music. At seven o'clock the next morning, Thursday, April 19, the first detachment will leave the house for Concord, the second crowd leaving half an hour later. In every house, and on every site connected with the scenes of the day 119 years ago will be a big placard furnished by the club with the legend, "April 19, 1775."

The two parties will rendezvous a short distance out of the town, and ride in together, escorting the governor from the depot to the hall where he will speak. Then they will push on to Concord in time to witness the sham battle there. The governor will come from Lexington to Concord in a carriage. He will be met half way between the two places by the club, which will escort him into the town, while a relay of six outriders will carry the news of his arrival to the troops which will be drawn up to receive His Excellency. The club will then be assigned a place in the line, and parade with the general procession. They will remain to supper in Concord, and come down to Boston by moonlight. Thus is the wheel doing its noble part in the real and lasting education of the masses.

A very important step will be taken at the next meeting of the executive committee of the A. C. C. This will be the

Adoption of a Set of Rules to Govern Road Racing.

These rules are models of their kind, and will be in force for the first time at the Linscott event, which comes off May 5. They are as follows:

1. Any and all road races may be held under these rules, providing, however that sanction is obtained from the road racing committee of the A. C. C., and that the services of at least one official timer is obtained.
2. All road races shall be officered as follows: One referee, three or more judges, three timers, one clerk of course with necessary assistants, a scorer for each judge, and one starter.
3. The course over which the race is run shall not pass any given point more than twice, and its length shall be certified to by a recognized surveyor.
4. No rider shall start in a race without having a number one foot in height securely sewed to his back at the hips, and a rider finishing without a number shall be liable to disqualification.
5. Riding on sidewalks, cutting the course short, if an opportunity offered, accepting pace from any other than competitors, or starting before his class in a handicap race, shall disqualify a competitor.
6. A competitor accepting pace on the return trip from any man who has not been checked at the turning point shall be considered as accepting pace, and shall be disqualified upon a written protest being filed with the referee not later than half an hour after the termination of the race. Pacemaking of all kinds is prohibited.
7. Wilfully causing a competitor to foul another, or reckless riding with intent to cause a foul, shall disqualify the competitor pursuing such tactics.
8. Checking stations shall be announced to competitors before starting, and each shall call out his number when passing them.
9. A competitor who has not paid his entry fee in a previous cycling event, if objected to, may ride under protest, but the referee shall not award any prize won if he finds the charges sustained.
10. In a team race points shall determine the winning team. The first competitor to finish shall count as many points as there may be starters, the second one less and continuing thus until all have finished.
11. A competitor representing a team for any club shall actually maintain a residence within five miles of the town, or city, in which said club shall have its headquarters and shall also have been a bona-fide member of the club for at least three months prior to the event taking place.
12. On the appeal from the judges' decision the referee shall render a verdict, which in all cases shall be final.

To Mr. John C. Kerrison is due the credit of formulating these rules, and they might serve as models for other parts of the country.

The list of events for the May 30 races at Waltham is as follows: One-mile novice, Class A; Class A, two-thirds mile open; Class A, mile handicap; Class B, mile open; Class B, two-thirds mile open; Class B, mile open; Class B, mile handicap.

This card will make good racing, and will be watched with great interest, as it is the first occasion in this vicinity where the two-class rule will go into effect.

Another instance of how the wheel is getting into modern life, and demanding official recognition and provision is the case of the wheels at the

English high school in Newton. Such a large number of the boys come to school on their wheels that the committee has voted to provide a place to store them. The head master is much pleased with this arrangement, and has been quoted as saying that he is thoroughly in favor of the wheel for school boys, as it gives them so much outdoor exercise.

Secretary Bassett leaves for Chicago today to

Attempt a Settlement of the Michigan Muddle.

It may be previous to express an opinion on that case, but the general opinion here in Boston is that Mr. Bresler should be bounced summarily without any further clemency shown to him.

DETAILS OF THE BIG RELAY.

SAN FRANCISCO, CAL., April 10.—The 100-mile relay race around the bay, which was run on April 8 under the auspices of the Associated Cycling Clubs, was participated in by the Bay City Wheelmen, Olympics, and Californias, of San Francisco; Acmes and Reliance, of Oakland; Garden City Cyclers, and San Jose Road Club, of San Jose. Ten men from each club rode ten miles each. Each contestant was allowed a trailer and every club had a judge at the relay stations. In all, there were nearly three hundred wheelmen in the race as contestants, or officials. The start was made from Ninth and Market streets, in San Francisco, and the finish was in Oakland. All the fast men in northern California participated.

A race was run over this course last year by the Acmes and Bay City Wheelmen, and was won by the Acmes. It was predicted this year that the winners would be either the Acmes or Garden City Cyclers. The latter club has the fastest track team in the state, but their men have done very little road racing. However, they showed their road-riding ability in this race, although they were winners from the Acmes by only four and one fifth seconds.

Faulkner, for the Acmes, and Wilbur Edwards, for the Cyclers started on even terms at the ninth relay. The Bay City Wheelmen took third place. In the third relay A. Griffiths, of the Bay City's, rode his ten miles in 26:44, and C. L. Davis, of San Jose, did the same course in 26:45. This is record, if the course is correct. Al Jarman, and J. E. Alexander, also of the Garden City Cyclers, covered their relays in 28:05 and 28 flat, respectively. Accidents were numerous, the three first clubs in being about the only ones to escape. The trophy is a handsome cup, given by T. H. B. Varney, and must be won three times.

Midwinter Fair Races.

Unless the track at the fair has an immense amount of work done on it immediately it will not be fast by the time the first races are run, on the 21st. The eastern riders are expected every day. They will do their training at San Jose, the Garden City Cyclers having put their quarter-mile track in splendid shape for that purpose. The cyclers will give a meet early in May.

Of all the hard-times smokers held here, the one recently given by the Oak Leaf Wheelmen, of Stockton, was the hardest in point of wild hilarity and demolition of clubhouse furnishings.

California has at last an exclusively cycling paper—*The Pacific Cyclist*—which made its appearance on April 7. It is published in San Jose by J. B. Carey, and edited by Clarence Ravlin, both Garden City Cyclers and popular wheelmen. Mr. Carey is a printer, and the new paper should be a success on the coast.

The new *L. A. W. Bulletin* has been very highly complimented by the wheelmen here.

This is a Generous Offer.

NORWALK, CONN., April 13.—Interest in cycling is on the increase. The Alpha Wheel Club, which is one of the most popular clubs of the state, has been successful in procuring a well-equipped one-third mile track in the heart of the city, and a large clubhouse is being built within a stone's throw of the track, which will have all appointments necessary for the comfort of the riders, and will increase the interest in this branch of sport throughout this section. Mr. George Clark, the owner of the ground, has asked the members of the Alpha Wheel Club to make it their headquarters, his compensation to be the gate receipts of all meets. He also agrees to keep the track in good repair at his own expense. This generous offer has been accepted by the club, and in the near future some interesting races may be looked for.

Julius Horning, who holds the state record from New York to Bridgeport, seventy miles in 5:05:00, intends increasing his fame during the coming summer, by doing a little racing in his native country, Germany. Horning is looked upon as a coming man.

The Velograph.

"Velography," to determine the speed of bicycles, by General Le Boulenger, is the title of a work published by the *Cycliste Belgre Illustre*. General Boulenger is the inventor of the instrument for measuring the trajectory of projectiles, in use for many years by artillerymen. The same principle is used to determine the speed of cyclists in hundred thousandths of a second.

It will measure a yard, a lap or any number of miles. Two levers lie upon the tracer connected with two columns just outside the track.

The apparatus contains a suspended cylinder with a graduated scale. When the cycle passes over the first lever the cylinder falls. When the race is finished, the last lever is touched, a pencil marks the cylinder and the time is mathematically correct. A chronometer is started and stopped automatically at the same time.

"TO BE OR NOT TO BE."

Cleveland Members of the League Undecided Whether or Not to Renew Their Membership—An Obnoxious Lamp Ordinance.

CLEVELAND, OHIO, April 16.—At a meeting of the Lakeside Club last week the all-absorbing question was whether or not to renew L. A. W. memberships. There has been a large amount of "kicking" lately among League members in this neck of woods, and it was thought by those most interested that the above club would secede in a body. After a number of arguments, and a live speech from vice-consul Geo. Collister, the question was put to vote, and decided in favor of renewal.

There is not such a favorable report from the C. W. C. headquarters. Here there are personal grievances against the League, and the feeling is deeper even than appears upon the surface. The matter has not yet come before the club for action, but at a special meeting of the board of directors, held last week, it was thoroughly discussed, and the proper officials have, before this, been notified that one thing must positively be done to allay the feeling—expel ex-Secretary Davis from membership in the League. If the demand is refused there is very little doubt but that the

Cleveland Wheel Club Will not Renew.

This matter has hung fire so long, and the demand has been so repeatedly refused, or rather disregarded, that the club members are thoroughly disgusted with the whole thing, and are ready to drop the League the minute the question comes up for discussion in a meeting.

A few words in explanation may be well: Mr. Davis, the person in question, was formerly secretary of the C. W. C., and was expelled from that body for gross mismanagement of the affairs under his charge. The club asked that he also be expelled from the League, and furnished, what it claims to be good and sufficient reasons. The membership committee has, up to the present time, refused to grant this request, although it has expelled members before upon the simple request of the club. The reason for this, it appears, is that a former officer and an ex-member of the club has taken up the gauntlet for Mr. Davis and has been retained as his counsel, and is fighting the matter tooth and nail. Should the League expel the person in question, a suit for damages is threatened. And so the affair rests, up to the present writing.

The Lantern and Bell Ordinance Is Being Rigidly Enforced,

almost too much so, many riders think, and there is considerable talk of organizing for a test case, and a modification as a consequence. One man was stopped while pushing his wheel along the sidewalk the other evening, and ordered to light up. He luckily carried a lamp, which saved his being "run in" and assessed \$3.25. Even lady riders are not exempt from arrest, and recently one was detained until she got a light. She was riding in the center of a group, and all the rest of the party were provided with lamps. This is drawing pretty fine lines, and wheelmen are getting ruffled. The claim is made that the ordinance includes carriages also, but this part of the ordinance is not enforced, and it seems as though the wheelmen had been selected for a special target by the police.

A party of C. W. C. boys, Messrs. Lindmueller, Graves, Merrills, Johnson, Storey, Kissig, Simmons, Dorn, Turner, and the brothers Vaupel made a century run to Geneva and return Sunday. Mr. Lindmueller came in fully two hours ahead of the rest of the party, passing them at Painesville, and thinking they were ahead of him. His actual riding time was just seven hours.

An accident, which narrowly escaped being serious in its character, happened to Ray Floyd, of the C. W. C., Sunday afternoon, at the junction of Superior and Ontario streets. A number of slowly moving cars practically hemmed him and his party in while they were moving westward. At this stage a buggy driven rapidly down Ontario street turned into Superior, and the occupant instead of slowing up and trying to avoid a collision made straight at the riders. The unlucky one was Floyd, who was knocked from his wheel, and fell under the rig, receiving a kick from the horse; two wheels of the vehicle passed over his body. He was dazed for a time, but soon revived. The driver of the horse whipped up, and dashed out Superior street. Some of the party gave chase, and at last succeeded in locating their man at the Striebinger house. His name and address were learned, and proceedings against him will be begun.

TIOGA TRACK AFFAIRS.

PHILADELPHIA, PA., April 14.—It has been a good many years since Philadelphia has experienced, at this time of year, such disagreeable weather as that which has prevailed during the past week. Snow, rain and heavy winds have been the cause of it all, and these elements have put the streets and roads of this city and vicinity in such a condition that it will be quite a while before they regain their former condition. Interest in the sport was at a standstill, and the trade also suffered not a little.

The grounds and track of the defunct Tioga Athletic Association at Westmoreland Station, now remain without a tenant. There are two or three athletic organizations dickered for the lease, but as yet none have been successful. One thing is certain, and that is that the grounds will go to the highest bidder. Immediately after the organization of the new Tioga Cricket Club, which was one of the applicants for the grounds, it looked as if that organization would secure the lease, but now the appearance of the **Temple Baptist Church Athletic Association as Another Applicant**, adds a new phase to the situation. The former has in its ranks many of the

members of the old Tioga Athletic Association, who deserted the latter in its time of need and became members of the cricket club. For this very reason the cycling members of the defunct association are naturally sore on the new club, and will make an effort to have the grounds leased to the Temple Association, which is in sympathy with the cyclers. A prominent member of the Associated Cycling Clubs, who has done a great deal for the Tioga track, stated that he had called on the trustees of the estate to which the grounds and track belong last week and had secured the refusal of the lease. This statement may be accepted as bona-fide, when it is taken into consideration that if necessary the Temple Association will pay more than the present rental—\$750. The Temple Association is already one of the largest in this city, and the Temple Baptist Church was the first religious institution in the world to connect an athletic association with the church organization. In its ranks are many cyclers, and for the purpose of fostering this sport, and also for athletic purposes in general the members are desirous of getting hold of the Tioga grounds. The annual dues have been fixed at \$2, and as this rate is very low, hundreds of local cyclers would willingly pay it, so that they could have the use of the cycle track.

Eight members of the Quaker City Wheelmen participated in a five-mile road race last Saturday, on the Montgomery avenue course. Frank Dampman, the scratch man, won in 16:45. He finished twelve seconds ahead of the second man, Harvey Uhler.

The Principal Topic of Discussion

in wheeldom, out in Germantown, the past week was as to what would be the outcome of the suit for damages brought in common pleas court No. 3, of this city, against Captain Chasteau, chief of the Park Guards, by William N. Topham, of that suburb. Last September the latter and John T. Harrison, were enjoying a ride through Fairmount Park on their wheels, and being observed by Sergeant Furey, were ordered off the road, the latter declaring that they were inexperienced and dangerous riders. They refused to go as commanded, and were placed under arrest. When brought before a magistrate they were discharged. Now Captain Chasteau says he did not order the men under arrest and says he did not even know they were arrested. Both men are prominent riders of Germantown, and the former is a member of the Germantown Cycling Club.

Nothing has as yet been done by the wheelmen of this city in regard to the annual century run, which for the past ten years has been run over the course from Newark, N. J., to this city. Last year the event was in charge of the captain's association, and as that association has practically passed out of existence, it is hard to say just what organization will take the run under its charge this season. This run has always been one of main interest among wheelmen of this city and vicinity, and has always been eagerly looked forward to. It generally takes place on or about June 10, and as that date is only a month and a half off it is time that steps were being taken to complete the arrangements of the run. Last year over six hundred riders survived the run.

Luscomb and Raymond Were There.

The seventh annual banquet of the Century Wheelmen, was a notable success, and about seventy members and invited guests, sat around the festive board. The arrangement of the table was as unique as it was beautiful, and the lighting effects and decorations of the banquet hall were charming. President Thomas Hare occupied the head of the table and acted as toastmaster. To his right sat Charles H. Luscomb, president of the L. A. W., and Howard E. Raymond, chairman of the Racing Board, while to his left were seated Prof. E. J. Houston, president of the Athletic Club of the Schuylkill Navy; Dr. J. William White, of the university of Pennsylvania, and Kirk Brown, of New York.

The menu was excellent, and it took nearly three hours for the serving of the fourteen courses. It was 11 o'clock when President Hare arose, and in a neat little speech introduced the first speaker of the evening, Charles H. Luscomb. During the course of his address Mr. Luscomb made an earnest plea for the L. A. W., setting forth, in a very telling way, the advantages to be gained by membership in the organization; the great work now being accomplished by it in the protection of wheelmen's interests; the advancement of improved highways, and closed with a strong appeal for all riders to join the League. Following Mr. Luscomb, Dr. White and Professor Houston delivered addresses on athletics and field sports. Howard E. Raymond was then called upon, and the chairman expressed his views on the prospects of racing interests for the coming season, and gave good reasons why the two-class amateur rule should meet with success. Mr. Raymond, like the other speechmakers, was loudly applauded.

The grounds of the defunct Tioga Athletic Association still remain without a tenant, but it is expected that some organization will secure possession in a short time. The Tioga Cricket Club, and the Temple Church Athletic Association are after the lease, but from the present outlook the latter will most likely secure the grounds. The Associated Cycling Clubs are strong supporters of the Temple Association, and, as the former is reported as having an option of the lease, their chances are indeed good.

The members of the Woodbridge Ladies' Bicycle Club, of Cambridge, Mass., are preparing to give a minstrel show similar to the one given by the ladies of the Kenwood club, Chicago, some time ago. The date fixed is May 8, and all wheelmen are expected to turn out, as the proceeds will be used to fix up the clubrooms.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA

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THE BEARINGS PUBLISHING COMPANY,

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Copy for advertisements must be in hand the MONDAY before publication. All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.

All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

CHICAGO, ILL.	CLEVELAND, O.	TOLEDO, O.	BOSTON, MASS.
Auditorium Hotel.	Hollenden House.	Jefferson House.	United States Hotel.
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		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

ENTERPRISE.

The number of important items that "The Bearings" have given exclusively of late have been many. It was the only paper last week to give Zimmerman's plans and prospects in full. It told just what he was going to do, and just what money had been put up, and would be put up, to induce him to turn professional.

THE DOG IN THE MANGER.

If the editor of the *Bicycling World* possesses a tithe of the erudition that is usually attributed to the humblest denizen of the Hub of the Universe, then he is familiar with a fable written, years ago, by one Aesop. The fable is about a dog who made himself at home in a manger, well filled with succulent hay. Now, the dog could not eat the hay because—well, because he wasn't built that way—but in his greed he would not allow the bovine, to whom the hay rightfully belonged, to taste a morsel of it. We relate the fable thus at length, for fear the said editor has not the erudition, that a long residence in Boston should have endowed him with. For the same reason we will also rehearse the moral to this fable, which is, in plain English: Do not act the hog.

No writer, even in his wildest flights of imagination, ever accused this editor of being able to write. Much less has he ever been accused of having the smallest scintilla of knowledge of the newspaper business. The first, last, and only claim to manhood that he ever did possess, was a certain inoffensive manner that was usually mistaken for gentlemanliness. He has lately shown that this manner resulted from nothing more than sheer lack of any motive for showing himself in his true light of a graceless nincompoop. It has been the misfortune of the cycling public, that he was the pet of a rich man who, impelled by charitable impulses, kept him employed in editing—save the mark—a cycling newspaper. This cycle paper was a hobby with the rich man. That is the reason that it has prolonged a tedious and abortive existence.

Strange as it may seem, this paper which has long been the laughing stock of all cycloedom, was for years the official organ of the League of American Wheelmen. Not satisfied with the questionable glory of offering a weekly excuse to forty thousand intelligent wheelmen—offered, be it understood, at a moderately small loss—the editor and his rich patron made up their minds, that they could make the League pay them for the privilege of giving—less than nothing. The League couldn't see it in that light, and the contract for furnishing an official organ was awarded to a live concern, in the wild and woolly west, where people live and move, and do not vegetate. This was a heinous offense. The editor rose in his Lilliputian wrath and vowed, by the baked beans of dear old Boston, that it should never, never be.

Aided and abetted by a traitor to the League he kept posted on the inside workings of that body, and attempted to prevent the new publishers from sending the paper through Uncle Sam's mails. He boldly said that it was against the laws, quite regardless of the fact that he had been violating

those same laws for years. He has been making himself quite as disagreeable as the insignificant, mongrel cur that sometimes barks at the wheelman's heels as he takes his morning ride. He exultingly tells how he could have saved the League all the troubles that it is now experiencing, if it had only asked him. This, when he sat, a silent witness to every step that the League took at its recent convention. Bah, for a hypocrite!

All this might be forgiven him if there was any possible chance for him to benefit by his underhand actions, or to bring profit to his rich and compliant patron. But there is no chance. The League has entered into a contract by which the western company will have the right to publish the paper so long as there is one to publish. It is making money out of it, not because it has any better facilities for making it than did the Boston editor, but because it is a company of business men and not the creatures of a rich man's fancy.

This is where the fable comes in. The editor in question finds that he can not eat the hay in the League manger, and he is determined that no one else shall. He has made one mistake, however. The cow that he thinks he is going to keep away from the manger is a papa cow—that's the way they would say it in Boston—and will toss the cur-editor so high that he will not feel like barking again for many a long day.

STRAY SHOTS.

The Solitary Tourist.

The above is the title of the first of a new series of colored supplements that will be issued with THE BEARINGS once a month or oftener during the coming year. The series will contain several scenes, on road and track, similar to the one in this number, besides full page colored plates of the leading officials of the League of American Wheelmen.

"The Solitary Tourist" represents one of those cyclists who use the wheel for the pure enjoyment that there is to be gotten from it. He does not care for racing, for club runs, nor for riding in crowded city streets; but does delight to get off by himself for a solitary ride of a day, a week, or a month. He is a lover of Nature, and her company is all that he needs. He is shown on a typical Indiana country road.

A New Use for a Bicycle.

The proprietor of a Louisville (Ky.) creamery has adopted this plan for use in delivering his goods to local customers: A can is permanently attached to the head of a bicycle by a clamp made on the order of the coasters, and having two radiating supports, which are permanently attached to the bottom of the can. A strap passed under the top frame bar, and around the top of the can prevents a great deal of vibration. The scheme was originated first as an advertisement, by having some one ride it around the streets, but after a trial, it was decided to put the scheme in operation. The can holds about three gallons, and is used for delivering cream in the central part of the city. The use of the bicycle saves the concern from purchasing another horse and wagon, and the driver thereof can now assist in the retail salesroom during the usual rush hours. The proprietor claims that the jolting from the granite streets has no effect whatever on fresh milk. With pneumatic tires, and only a little care to keep out of deep holes, the milk or cream can be delivered in as good condition, if not better, than in the ordinary wagons. Another avenue opened up to the bicycle.

Bliss Was Not a Novice.

The pleasant weather that Chicago is experiencing is drawing out the scorchers, and Michigan avenue is still the favorite road for scorching. J. Pinkey Bliss started home the other night. It was the first time he had been on a wheel this year, and his joints were a little rusty, so he trailed on to a passing scorching. The pace was lively up to Thirty-first street, and Bliss was getting a trifle winded. At this point the man who had been doing the donkey work concluded to leave Bliss, and commenced to sprint. The man who broke the mile record hung on all right, and the fellow found that it wasn't so easy to shake his follower. He looked behind several times, and let out a notch each time. This made Bliss mad and sprinting up to the fellow he shouted, "Say, do you think I'm a novice?" The fellow then sat up and Pinkey turned off at Thirty-fifth street.

Some Georgia Miles.

The country roads of Chatham county, Ga., are measured by what is termed a long mile, i. e., a mile is 5,280 feet, but without exception the stones are set 300 to 600 feet beyond the mark, and the commissioners concluded that they were measured with a trace chain, or stepped off, and before the full count was made the counter's memory became muddled and slight slips of several hundred feet or so was made. However, cyclometers have never been able to keep tally with the milestone, and numbers of heated discussions as to the accuracy and reliability of cyclometers among wheelmen have been made.

'Twill Be a Sad Day.

It will not be long before we will see the following notice in Chairman Raymond's official column: "A. A. Zimmerman is hereby declared a professional for violating the amateur rule, and all amateur riders are warned against competing with him." Then, and not until then, will our Zim be an out-and-out "pro."



Science on Cycles.

Twenty-five of the professors at Harvard have formed a cycling club, and will, during the summer, take weekly runs about the country adjacent to the university.

Now, that is something like it. What a time the erudite gentlemen can have, to be sure! We can even fancy the professor of botany calling the attention of his learned companions to the various species of the flora of the country, as they are passed in review. Nay, he may stop a minute or two to explain to the professor of Latin that *brassica oleracea* when cooked with corned beef, makes a very pleasant and unwholesome dish; and that in one of its forms it is called sauer kraut.

No stretch of imagination is necessary to conceive the professor of geology pointing out to the professor of shemitic languages the Jurassic deposits, or the professor of physics dilating pleasantly on the resiliency and vulcanization of *castilloa elastica*; while we can fancy the professor of chemistry elucidating to the professor of physiology the digestive process through which beer, taken internally, has a reaction on the brain.

Indeed, it is quite easy to fancy how, withal, the twenty-five aforesaid professors can have a regular intellectual jamboree awheel. We envy them; honest injun, we envy them, every one.

President Bates and The Classics.

President Bates has been recently trying to prove something in a series of articles concerning athletic games in ancient times. Mr. Bates is just a trifle obscure, owing perhaps, to an infelicitous and awkward style of rhetoric. But I gather from his references that he desires to show, first, that

young men of high family were anciently wont to run races, pitch quoits, and jump in the air for cash, and their social standing did not suffer therefrom; and, secondly, that, therefore, modern cyclists may race for money and still be as good as their neighbors.

This fallacy may, to use Mr. Bates own figure of speech, be readily punctured by the mere noting that his premise is false. His reading on the subject seems to have been confined to popular novels. I question such authorities as Scott, Lord Lytton, Lew Wallace, and others (George Ebers excepted), in the matter of ancient manners and customs. Xenophon does not support Mr. Bates in at least one of his assertions. The modern novel is no safe guide in these paths. I never knew of an archaeological authority, always excepting Ebers, who spent his time writing novels. We know for a surety that Lord Lytton, Scott, Wallace, and other romancers who have restored ancient customs, made use of licenses by no means tolerable in the eyes of the archaeologist. Why does not Mr. Bates quote from the authorities themselves? The books he mentions (except those of Ebers) have been notably in error in these very concerns.

But even granting all he asks, it seems to me he is wasting powder. The ancients had amateurs and professionals. The amateurs were, as now, in many cases, of eminent social position; the professionals, as now, always of lower grade. Roman gladiators, that is the free Romans who were gladiators by profession, occupied precisely the same social sphere as our modern gladiators, the prize fighters.

If Mr. Bates expects to prove that professional athletes in the old days were highly respectable members of society he will find himself floundering hopelessly before he has reached any reasonable degree of conclusion.

"*Palnam (not pecuniam) qui meruit ferat*" was the ancient phrase.

Saved by a Hair's Breadth.

"Harold, we must fly!" exclaimed Gwyndolen Googerty, as she grabbed her hat and caught her lover by the arm.

"What's the matter?" asked Harold McGinniss, who seemed to catch the contagion of Gwyndolen's manner.

"Is the old man on to us, or has the servant girl been pinched?"

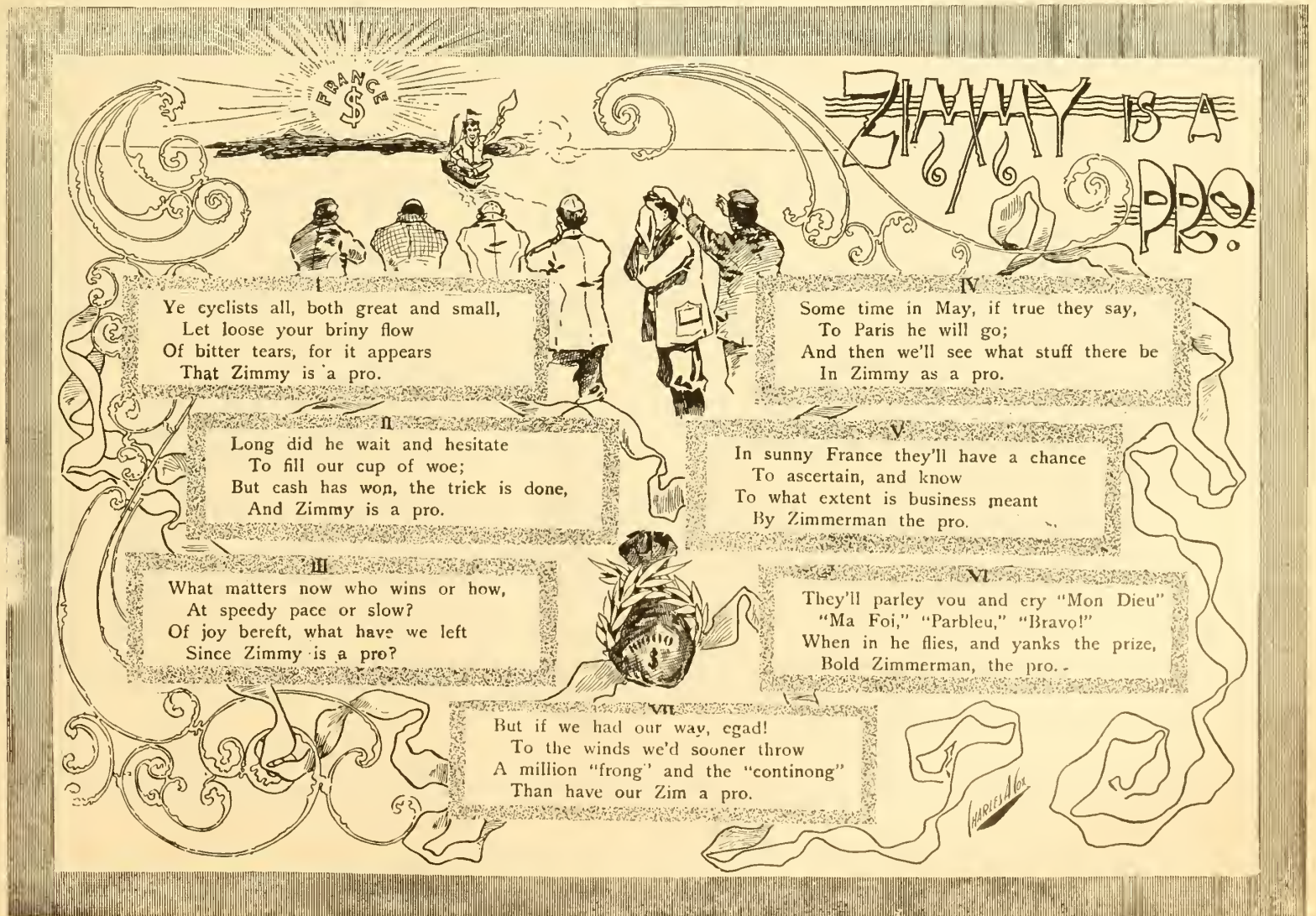
"Not that, dearest, not that," replied the now trembling maiden. "Worse, far worse!"

"Gwyndolen, you *must* cough up the facts in this case, or by heaven I will cast you off forever. You do not contemplate wearing the reform dress this year?"

"No, no, darling; if that were all—"

"Out with it, girl!"

"Oh, let us fly! Let us away while there is yet time! The new member of the Racing Board is on your track!!!"



A PERILOUS UNDERTAKING.

"The Bearings'" New York Correspondent Tells How He Interviewed Troy-Zimmerman's Prospects in France—Will Make \$40,000.

NEW YORK, April 17.—The representative of THE BEARINGS was the only man to board the steamer Majestic before it reached port last week. The trip was one beset with dangers, and replete with too many thrilling experiences to relate in detail.

Realizing that W. B. Troy would be closeted with Arthur Zimmerman on his arrival at the pier, THE BEARINGS man obtained a permit to board the steamer, and started at 11 a. m. Wednesday for Quarantine, where all incoming steamers and vessels are boarded by the health officers, and either detained, should contagious diseases be found, or a certificate of health given; if all is right, the vessel is allowed to move on up the bay to her pier. At about 1 o'clock Quarantine was reached, in absolutely the worst storm that had visited the coast for over thirty years, according to what the old life-savers and sea-faring men said. The waves breaking against the staunch sea wall built around Quarantine sounded like a long continuous roar of thunder, while the wind, blowing at the rate of from seventy to

Eighty Miles an Hour,

whistled around the corners of the lonely health office. At times the waves would miss the sea wall, going completely over it, and breaking with a roar like the trumpeting of an enraged elephant against the buildings inside the inclosure.

Three wrecks were plainly discernible from the telegraph office at the top of the health building. One, a canal-boat, which had broken loose from her tow, was broken literally to pieces about fifty yards from shore; one of the others was a two-master, the third a steam launch; the former went down with all on board, no help being able to reach it. She was about three hundred yards off shore, and was just in from a southern part. All day long, and far into the night, THE BEARINGS correspondent, in company with several other reporters, wearily watched the fury of the storm increase. They were all awaiting the arrival of the Majestic, the other newspaper men having been assigned to go aboard at Quarantine, and interview Captain Cranford of the Valkyrie crew, who was among her passengers.

At midnight, after leaving instructions to be awakened at 5:30 a. m., they

All Retired in the Village Hotel

some distance away. The windows rattled wildly, while the wind moaned sadly through the crevices of the window-casing all night long, but at the appointed time all hands were up and dressed. Without breakfast, save only a few swallows of "tongue varnish," the group of four news gatherers marched back to the health office. During the night the wind had increased and the breakers seemed mountains high. Woe to the unfortunate who should need mercy from that sea. As the sunrise gun boomed hoarsely from Fort Wadsworth, the little white health tug left her pier and dived recklessly into the storm and danger.

In the pilothouse of the tug were the party of reporters, some of whom had been mariners for years. The Majestic had not been sighted up that moment, but was liable to be close by in the heavy fog which hung over the ocean. As the tug plowed bravely through the breakers,

Signaling Every Few Seconds,

with her whistle, the delayed steamer poked her long black nose around the corner of the Fort and came to anchor, but a few hundred feet from the government boat. The tug turned her bow toward the ocean greyhound, now far up on the crest of a heavy swell, then away down into the trough of the sea. Then careening far over to one side, then to the other, and up on the top again, she was tossed about like a chip of wood by the fury of the storm.

The Majestic threw out a long rope ladder, which settled snug up against the side of her hull, and as the party on the tug looked up to the rail of the steamer, it seemed like standing at the foot of Washington monument and looking up. For a second the tug balanced itself on a breaker and then with a bang

Slammed Against The Majestic.

Only for the fraction of a second, however, did she stay there, and then with a rebound she was carried far off from the steamship, once more to work her way laboriously alongside. Perhaps twenty minutes were spent in this way, when the foolhardiness of the attempt, the almost sure death to the one daring enough to jump for the rope ladder, impressed itself on the minds of all the newspaper men, save THE BEARINGS correspondent, who, fully realizing the danger and enormous chances to be taken, forgot entirely the saying that "self-preservation is the first law of nature," and with an irrepressible feeling of contempt for his faint-hearted companions, hesitated an instant only, and with a light grip strapped to his back,

Made a Desperate Leap

and caught the ladder with one hand, his left, slipping off from the icy steps and nearly falling into a watery grave. As he looked for the tug from which he had jumped, it could be seen some twenty yards from the vessel where it had rebounded after its bump against the Majestic's side. At that instant, a monstrous breaker struck the steamer, and falling back into the ocean, passed completely over THE BEARINGS man, thoroughly drenching him, and nearly tearing loose his hold, which was none too secure. All this happened in a quarter the time it takes to tell it. With a

quick movement, the reporter brought himself to the rail of the steamer, and stood, on a safe footing for the time at least.

The Chances of Life and Death

were too much in favor of the latter for the rest of the reporters, who did not attempt to board the vessel, but remained in the pilothouse of the tug, and returned to Quarantine, from which place they came to the city by train.

Once on deck the reporter easily found his man, Troy, who was at breakfast, notwithstanding the fact that it was but 6 o'clock. Troy had no expectation of seeing any one he knew before reaching the pier, some twenty miles away, and when a copy of the latest BEARINGS was quietly laid before him, with the remark, "Have you read this week's cycling papers yet?" Troy looked around to see who it could be; his ejaculation of surprise was

More Forceful Than Polite,

but nevertheless sincere. After breakfast the two adjourned to the smoking-room, and while the steamer resumed her course to her dock, the following questions were asked and answered:

"First of all, What are the exact terms of the contract which has induced Zimmerman to turn professional?"

"It would be unfair to Jimmy to tell you, or any one else, much as I would like to, until I have conferred with him; after which I shall be pleased to tell you. Meantime I shall give you a rough idea of it. The gentlemen with whom I have made the contract control the leading cycle tracks of France, and are, an American, named Wells, who is now a resident of Paris, M. Bandell Tolstoi, and Count Michael Tovitsky. Behind these three financially, is a young millionaire named Max Lebaudy, who is a thoroughbred of the first water. The amount agreed upon is \$10,000, of which I have already

Received One half in Cash,

and deposited it with the Union Velocipedique Francais, a receipt having been given the syndicate, and a duplicate to me."

Upon request the duplicate was shown, and reads that \$5,000 more shall be given Jimmy the day of his first professional race. Mr. Troy continued, "The U. V. F. is practically the same thing in France as the L. A. W. is here. It is as strong an organization, the only difference being that the U. V. F. controls both amateur and professional racing, whereas the L. A. W. looks after the former class only. Furthermore, for each event in which Arthur starts he will receive \$250, should he fail to get first prize, or the prize only if he wins it."

"How about Zim receiving thirty per cent of the net gate receipts at each meeting where he is scheduled to appear?"

"That is not true; he will get about that amount of the gross receipts. My experience with the Madison Square Garden people in regard to a net division taught me a lesson which I shall not soon forget. I shall never be burnt that way again."

"What Will Zim Realize

on the season at your lowest estimate?"

"Well, let me see, he gets \$10,000 cash. Then there are sixteen race meets where he must appear according to contract. They will be run on consecutive Sundays, and Jimmy must ride at least two races each meeting. That makes a total of thirty-two events, all of which we will say for the sake of getting at the lowest estimate he loses. Every one he loses nets him \$250, and at that rate he will receive \$8,000 more there. Then the city government of Paris have donated 100,000 francs to be raced for in a ten-mile race during the latter part of July. I am willing to lay odds right now that Jimmy will have a walk-over, so to speak, in this event, which will add \$20,000 more to his bank roll. Aside from these figures there will be a number of other races in which he will ride, and at the lowest I can see \$40,000 for the champion."

"When will Zim ride his first race?"

"On June 17, at the Velodrome-Seine track in Paris."

"What is the average attendance at the cycle races of France?"

Big Attendance at Race Meets.

"In round numbers, 15,000, but in bad weather, which is very scarce in France, it may fall as low as 10,000. It is expected that 100,000 people will witness the grand prix at ten miles. The rates of admission are from one franc (20 cents) to 5 francs. At an average of 3 francs and 15,000 spectators, Zim's share of each of the sixteen race meets, will be \$783 each, or over \$12,000 for the season from that source alone. Of course the grand prix, with its hundred thousand people, will net Zim \$15,000 alone (his share of gate), so you can readily understand why I am so anxious to see Jimmy and tell him of his good fortune. He does not know any of the details at all as yet; all I cabled him was that the amount was \$10,000 bonus."

"Can Zim race at other meets than those governed by the French syndicate?"

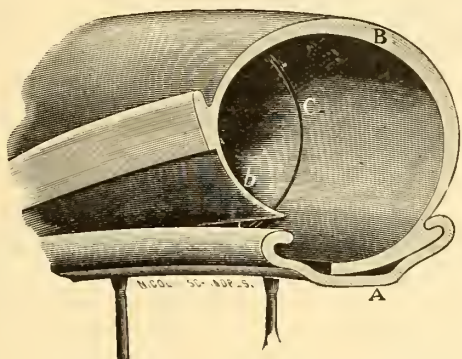
"Yes, as long as he fulfills his contract with the Frenchmen, he is

At Liberty to Ride Anywhere

he sees fit; September 30 ends his contracted time, after which he will go all over the Continent."

Will he Ride in England?

"Inasmuch as it would be necessary to obtain a license of the N. C. U., Jimmy will not go to England to race, unless a license is voluntarily offered him. He will stand on his dignity, and under no circumstances will he forget the treatment he received on his last visit to that country."



WAVERLEY CLINCHER.

Talking About Tires

especially racing tires, we should like to call your attention to the tires we are making this season. You have often heard, no doubt, the old saying, "Every man thinks his own baby the best baby in the world." It's the same in advertising. Every advertiser claims his product to be the best ever produced, without regard of the fact that a hundred manufacturers are making identically the same thing, using the same stock, manipulated by precisely the same process. It is only when a man produces something that is entirely **NEW**, and makes it by a method that is a radical departure from the old ways, that his product is worthy of special praise or condemnation, as the case may be.

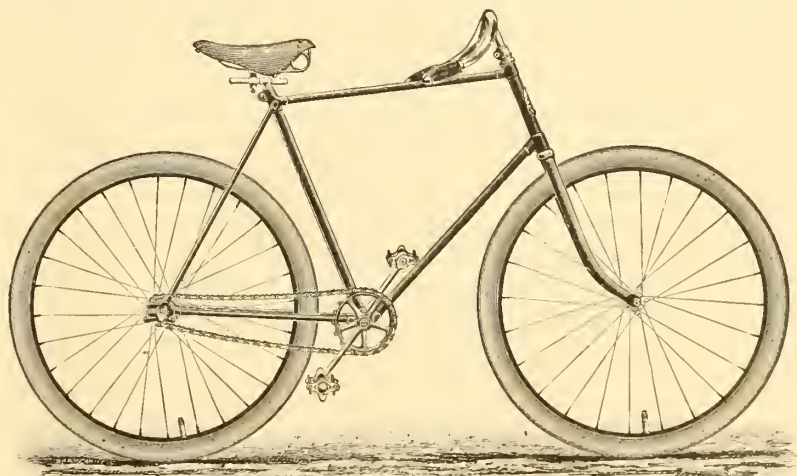
Our tire is new==entirely new in every particular.

We use a different stock throughout, and we make our tire by a brand new and radically different process from that by which any other tire is constructed. The results obtained fully justify us in claiming, not only something different, but something entirely superior to any other tire on the market. It is the most simple detachable or clincher tire yet produced, and can be removed and replaced again in less than twenty seconds. In case of puncture and deflation it will not become detached from the rim. It is fitted with an endless inner tube that for quality is superb. It is light weight and resilient in the extreme, and every

Waverley

is fitted with this elegant tire without extra charge.

CATALOGUE FREE.....



WAVERLEY SCORCHERS. 28½ lbs. \$85.00.

Indiana Bicycle Company,

INDIANAPOLIS, IND., U. S. A.

"Whom do you consider to be Zim's greatest opponents?"

"Wheeler is the fastest man in Europe today, if he would only get into form. Next to him I rate Medinger, which the French pronounce Medong-zhu, then Harris, Lehr and so on down."

"Why does 'Kid' Wheeler not get into form?"

"Harry is homesick to speak the truth. Aside from this, he is in love with the

Most Beautiful Woman in France.

She is wealthy, a member of a noble family, and is as much smitten with Wheeler as he is with her. At present she is in St. Petersburg, and Harry is, indeed, forlorn. When Zim and I return, Wheeler will not be allowed to grow homesick or lovesick either."

"Did you see Waller, Ashinger, and Martin in Paris, and how are they prospering?"

"Yes, I saw them, but not for any length of time. They are all wearing fine clothes, and have a well-fed, contented appearance. They all claim to be satisfied with Paris, and are in no hurry to return. Ashinger was ill all the way over, and then the eight-day race came on so soon afterward that he, or Waller could not get fit in time to make a good showing. The pace during the first two hours of that race, any way, was over twenty-four miles an hour."

"Did you close any negotiations for either 'Billy' Murphy or George Banker?"

"I tried to, but they would not talk of any one, save Zimmy, so of course I was unable to figure for them."

"How does it come that amateurs and professionals will be allowed to race together for the Saltonstall cup?"

"The association governing the Belgium track, where the event is to be contested, will allow representatives of all cycling organizations in the world to race, and as the U. V. F. and N. C. U. are of that order their representatives will be present."

Zim Will Join the U. V. F.

as soon as he arrives in Paris. He is anxious to meet some of the amateurs who have been blowing so hard since they learned of his intention to become a pro. It would be a grand race if Zimmy, Wheeler, Warwick, Medinger, Lehr, Shorland, Linton, Terront, Harris, Sanger, Johnson and Tyler could but meet."

"In such a field whom would you pick to run one—two—three?"

"Why, Zimmerman, first, easily, Wheeler, second, and Medinger third."

"What about the match races between Zimmy and Harris?"

"There will be three of them to be contested for between the date of his debut on June 17 and July 20. The distances will be, one, three and ten miles: \$2,500 a side, and a share of the gate receipts. Zim will win three straight."

"Will you sever your connection as advertising man for the Raleigh Cycle Co.?"

"No, I shall place an assistant in charge, and assume complete control of the professional Raleigh team."

"Of Whom Will the Team Consist?"

"Zimmy, Wheeler, and Crooks."

"Where will your headquarters be in Paris?"

"I have rented a private house on the Boulevard de Chateau, where I shall live with my family, Zim, Wheeler, and Crooks. One of the most strictest rules of the house will be that any man overheard speaking of cycling or racing, while in this house will be fined a good amount, and it will go, too. In that way I hope to relieve their minds of the strain as much as possible. I shall have a billiard and pool room fitted up in the house, also card-rooms and bowling alley, so that we will not have to go away from the house for recreation. If any of you cycling paper correspondents from America come to Paris this year, I want to extend a personal invitation to make my house your home while there. Only live up to the rules while in it."

"Do you think the craze which is on now will last?"

"I certainly do. The sport there now is the same as roller skating in America was a few years ago, only more general. There were a few persons who frowned upon roller skating, whereas, absolutely *every one* has gone mad in Paris over cycling. The dealers there can not get enough wheels to supply the demand. As fast as they uncrate the machines they are sold. If no high-grade machines are to be had, then low grades go the same way. They want two wheels, and will have them whether they are studded with diamonds or made of tin. The Chicago people think Michigan avenue is pretty thick with cyclists, at times. Why, my boy, it is not a marker to the boulevards of Paris! They are actually as thick as flies around a molasses barrel in July."

They Literally Swarm."

"Do you think J. F. Starbuck will have any kind of a chance in the events there?"

"Not in the short races, but in the twenty-five-mile events, and over, he ought to win his full share. Starbuck is a fast man at long distances, and will make Shorland or Linton hustle to beat him in a 100-mile race."

"What has Wheeler to say about Paris, and European professionalism?"

"If it were not for his lonesomeness, Harry would be O. K. He will be perfectly satisfied when Zim joins him. Wheeler is the most popular racing man in Paris, of whom I suppose there are over 1,000. On general principles he catches on every where, but the one thing in particular, which made a hit with the Parisians, was his refusal to accept the \$100 forfeit

money which Schofield lost to him, by his failure to appear in their match race. It seems that Linton lent Schofield the money, and when Kid found this out he immediately insisted on it being returned to Linton. The newspapers there were loud in their praises of the American sportsman. Chappy Wharburton roasted the life out of Schofield, in the presence of all the prominent racing men, for his weakheartedness in racing Wheeler. Chappy told him that he has admitted his fear of the Kid, and that he (Wharburton) was through with him. Any American of the least prominence as a wheelman is

Lionized in Paris."

"Is Wheeler entered in the Italian championships?"

"Yes, he was compelled to take up his residence in Italy, however, before his entry was accepted. He moved down there last Christmas, but only stayed as long as was necessary. The only man of note, aside from the Italian champion, he will have to meet is Barton, of England, who showed so poorly here last year in the N. C. A."

"What will be Zim's longest race?"

"Anything from ten feet to ten miles. Nothing over the latter."

"When will Zimmy return?"

"When the gold grows scarce, not before. I am thinking of returning November 1, or thereabouts, and bringing with me all the crack-a-jacks of Europe. Then I shall give tournaments indoors in the principal cities all winter."

"Do you intend to

Resurrect the Cash Prize League

next year?"

"By George, that would be a good idea! I honestly had not thought of it before. I can not say definitely, but since you speak of it, I shall consider it, and if any inducements at all are made, I think it quite probable that it may be realized."

"What is there in Zim's professionalism for W. B. Troy?"

"Ah, that's a good one! Well—eh—board and clothes any way, and glory too,—not. Say, excuse my anxiety, but we are nearing the pier, and what do you say to our going up on the deck! I wonder if Zimmy is among that crowd. See if you can see him. Yes! There he is; see him? He doesn't see me yet. See if we can attract his attention. 'Hey, Zim, Zimmy. Ah-h now he sees me.' Hooray!"

Zimmerman had been standing out on the end of the pier since daylight, and when the steamer came slowly up the Hudson River to her dock, Zim began looking for the welcome form of his clever manager. Up and down, this way and that way, went Zimmy's head, his eyes thoroughly scanning the rail, until at last he sighted Troy, when the most

Joyous Smile Broke Over His Face

that could be imagined. The smile stayed there, and broadened continually, until the Majestic had been made fast, and the gang plank thrown out. Then, when the hands of Troy and Zim met, they laughed long and heartily over the really good joke of the champion's good luck.

While they remained and chatted during the progress of the custom-house examination, THE BEARINGS man hurried to the telegraph office, where he sent the message which appeared in last week's issue. Troy went to his home from the pier, where he remained all day. On Friday he, Zimmy, Banker, and THE BEARINGS correspondent took lunch together, during which time many laughable stories were told by Troy of his experiences in Paris.

Plans for the Future

were discussed at length, and an enjoyable hour spent. Banker will go along with Troy and Zimmy. They leave Wednesday, April 18, on the steamer New York. Banker will not resign from the L. A. W. as yet. He says he is not sure whether he will race as a pro. or not. He is paying his own expenses, and merely going for the outing and recreation which it will afford, so he said. Later on Troy instructed him as follows:

"George, I want you to devote one entire day to looking for three, large, silk, American flags, one each for yourself, Zim, and Crooks; Wheeler has his. I am going to have you all wear black tights, with the American flag around your waist in all your races."

From which it would appear that

Banker Is After a Trick Himself.

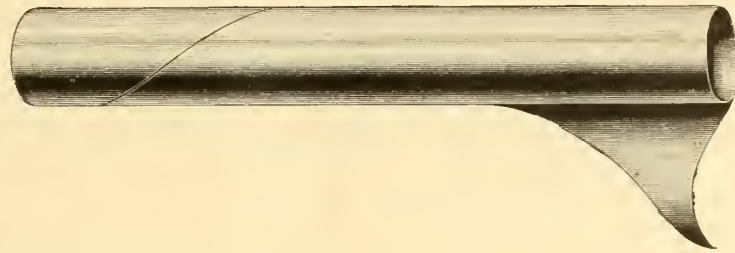
The newspaper men of Paris have arranged to meet the party at Havre, and will escort them to their destination; a band of musicians will be aboard, as will be several cases of wine to lend an air of hospitality to the occasion.

A farewell banquet and theater party took place last evening in honor of the champion. The dinner was given at 6 p. m., there being present many friends of the American idol. Over 100 embraced the occasion to bid bon voyage to Zimmerman, among whom were: Joe McDermott, Zimmerman, Sr., Mr. and Mrs. W. B. Troy, the Du Cros boys, L. C. Boardman and wife, President Luscomb, Howard E. Raymond, and representatives of all the cycling and daily papers.

After the Dinner,

the party adjourned to Koster & Bial's, where several private boxes had been tastefully decorated in American, English, and French flags and cut flowers. It was wheelmen's night at the concert hall, and a most enjoyable time was spent. After the performance the champion held an informal

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LADY'S WHEEL, 30 pounds.

RACER, 18 pounds.

THE PEERLESS MFG. CO.,

CLEVELAND, OHIO.

reception, where he probably shook hands with 500 people. Several club parties were present.

Zimmerman and his party will be escorted down the bay by a number of his friends in a tug-boat.

Good-by, Zim, old man, you are strictly all right, either as a pro. or amateur, and will always have the eyes of America upon you in your contests midst the Frenchmen.

TEXAS HEARD FROM.

LOUISVILLE, KY., April 16.—At the Assembly in Louisville, the most interested, prompt in attendance, and attentive to the proceedings, was Mr. E. W. Hope, chief consul of Texas, and whose home is at Sherman. Denver owes its selection as the place for the meet to this gentleman, and thereby hangs a tale. A self-constituted leader, living in one of the southern states, had promised, in writing, to deliver to Asbury Park, one half of the votes of the south without asking the consent of the gentlemen whose votes he was bargaining for. When Mr. Hope came there, he investigated the matter, and refused to be bound by any agreement which he had not sanctioned, and it will be remembered with what enthusiasm the announcement was made that Texas cast its vote for Denver; then followed Tennessee and Denver had won.

It was thought by a great many persons that the increase of the dues would affect the advantage derived from the passage of the "white" amendment, and Mr. Hope was requested to write, after his return home, of the views of the members of his state. This is what he reports:

"As a matter of fact, as far as the Texas division is concerned, I fear nothing of the kind. The increase of dues is so small that it cuts no figure with the wheelmen in this state who desire to join the organization. Of all the issues involved at the recent meeting, that of excluding the negro was paramount to all others.

The Cost of Joining Was a Secondary Consideration.

Next in importance to the 'color line' question with members in this section is that of getting a good weekly paper. If the present paper *The Bulletin*, is kept up to the present standard, I will warrant that nine tenths of the League members in Texas, and the same proportion of the wheelmen who are eligible and desirable as such, would not object to paying as much as \$2.50, or even \$3.00 per year for dues to the League. The south was particularly fortunate in being so greatly favored by the recent Assembly, not only in the passage of the 'white' amendment, but in the selection of officers, and in Denver's securing the meet. As is but natural, the south and west are in many respects similar; both these sections are to a certain extent new, as compared with the north and east. Not a single member of the Texas division was in favor of the next meet being held in the east, but on the other hand they were extremely anxious that Denver would be the place selected. Many of the members will go to Denver, none would have gone to Asbury Park.

"The southern divisions have a debt to pay, and it is their bounden duty to reciprocate to the L. A. W. for the favors which have been bestowed upon them, and the only proper way to reciprocate is for them to unite and to actively and earnestly engage in a recruiting campaign which shall double, yea treble, their present membership."

So confident, in fact, is the chief consul of the Texas division that it will be done, that he has pledged himself personally that the present membership of his division will be doubled at least before the expiration of his term of office, and he has no fears as to the outcome.

Every chief consul in the south has expressed himself on the outlook, and each has given a very rosy appearance to the future, and it remains to be seen if the promises made will be kept. It will take work, and lots of it, to make a showing of even 20 per cent of the increase pledged.

Louisville Cycle Club's Scheme.

At the meeting of the club last week it was agreed to incorporate the club with a capital of \$2,000. Each member will receive one \$5 share of stock for his present membership, and will take another share. By taking the extra share of stock, the 105 members will pay into the treasury \$525, which will enable the club to make the necessary improvements upon the Third street house, and also to purchase the other necessities. The extra share of the stock taken by the members is virtually a loan, as they are at liberty to dispose of it at any time they desire. In the future a share of stock will be considered payment of the initiation fee, but the applicants must be presented, and the applications passed upon as at present. The committee think that it will be more of an incentive for adding to the membership roll by incorporating, as under the state laws each member is individually liable for the indebtedness (if any) of the club. After incorporation the members will only be liable for 100 per cent call on his stock. For the money advanced now for the extra stock, the member can obtain repayment by hustling for a new member. The stock to be issued will not be an evidence of membership, but will be accepted, or issued in lieu of an initiation fee. Each one of the thirty-five members present signed an agreement to carry out the above, and the agreement is being signed by the other members as fast as they are being seen.

Century Road Club Affairs.

The Century Road Club of America has sent out the following letter, which explains itself:

The officers of the Century Road Club of America are doing what they can, considering the limited time they are able to give to the work, to respond to the evident wish of the membership that the club shall be very active this season. The idea of a

relay ride possessing unique features, to be run from Chicago to Washington, probably in June, is now a matter of negotiation between the club's officers and a prominent daily newspaper. It will probably be consummated, but it may not be. The subject is mentioned to show that it is receiving attention.

Awards will be forthcoming during the season and at its close for meritorious rides: A performance such as a century ride over the Elgin-Aurora course, or upon the DeSoto road under circumstances demanding such unusual demonstration of the possibilities of cycling as to attract public attention, would ordinarily earn for the rider a small bronze medal of modest design. The breaking of the twenty-five mile road record, or performance of similar merit would earn a gold medal struck from the same die.

Best individual century record: Morgan & Wright gold medal, to cost \$50. As ordinarily valued this medal would be announced as a \$150 article.

Greatest individual mileage: A gold medal in value to the above, to be given by another manufacturer, or, if that is not provided, a diamond medal to be given by the club itself.

Greatest club century record, a fine banner.

An Ordinary Run for Old Timers.

CLEVELAND, OHIO, April 16.—One of the interesting things of the coming season will be a club run of the old Cleveland Bicycle Club. This club was the first organization of wheelmen ever formed in this city, and one of the first in the country, being No. 6 in the L. A. W. The older riders in the city, and surrounding towns will remember the "Black Knights," a detachment from this club, and the clever work they did in drilling and trick riding. The C. B. C. has never disbanded, but has remained in a quiescent state for years. Many of the members have been thinking of the good times they used to have on their high wheels, and plans are now being made to have George Collier, the old captain, call them out for an old-time run, with a reunion to wind up on.

Every man will ride an ordinary, and it will be a sight for sore eyes to witness a parade of dignified business men mounted as they were in the good old times. Among the members foremost in the scheme are: Will Sargent, Jack Pugh, Fred Sholes, Frank Douglass, Geo. Potter, Chas. Potter, and John Huntington. Taylor Boggis, the crack trick rider of those days, is also included in the list.

Lively Times in Store for Duluth.

DULUTH, MINN., April 12.—A meeting of the Duluth Cycle Club was held last night to elect officers, and make arrangements for the annual 10-mile road race. The following officers were chosen: President, Titus Duncan; vice-president, C. H. DeVault; secretary and treasurer, John H. Moore; captain, Henry E. Harris. After a hot discussion it was decided to make the road race an open event, to be held May 30. It is expected that some of the Minneapolis riders can be induced to enter. The prize list will be made up at once, and will comprise at least two high-grade wheels.

Cycling will boom here this year. Sunday runs, two centuries, a lantern parade, short-distance road races on Labor Day, and a track meet, some time in midsummer, are among the plans of the new board of officers. The season is backward, but trade is opening up well.

New Club in Portland.

PORTLAND, OREGON, April 8.—The surviving members of the defunct Portland Wheel Club and Imperial Cycle Club, with other local wheelmen to the number of thirty-five, have organized a consolidated club. A variety of names were proposed, the vote deciding on the "Portland Consolidated Wheelmen." Black and orange were adopted as the club colors, with the initials P. C. W. inlaid in black. The new club starts out with a bright prospect. The officers are prominent business men. Portland has a large number of wheelmen that will appreciate the advantages of a well-conducted club, without affiliations of any sort, and the roll is bound to double with the advent of clear skies and dry roads. At this writing our renowned and very substantial Oregon mist is still in the air, operating as a damper to the average rider, who can find little pleasure in swishing through mud and water.

Antwerp's Programme.

The world's championships, which are to be decided at Antwerp in August, are expected to furnish a grand week of sport. The programme will be as follows: Sunday, August 12, world's championships for one mile and ten kilometers; Monday, world's championship for 100 kilometers; Tuesday, road race around Antwerp, sixty kilometers; Wednesday, distance race, Paris to Brussels; Thursday, international meet at Brussels, professional championships for one, ten, and fifty kilometers; Friday, international meet at Blankenberghe; Saturday, race for crews of different nationalities; Sunday, international meet at Ghent; Monday, international races at Lutich.

Cracks Going to California.

Bliss and Dimberger leave Chicago for San Francisco next Wednesday. They will commence training at once and may race a little while there. Sanger is at present in Milwaukee, but will join Tyler at Denver and the twain may then go on to Frisco. Johnson, it is thought, has given up the idea of going to the Coast.

"There goes Coxey's army," was the frequent salutation that greeted the Chicago Cycling Club members on the run to Hammond last Sunday. This all goes to show that the wheelmen and good roads are closely identified in the people's minds.

The Detroit Wheelmen will tour through Canada the first week in August, with Clarence Smith as conductor.

Beware of Bicycles that are Sold at Cut Prices.

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although allowing a fair margin of profit to the dealer, are sold with less discount than any other wheels made,

Because

with all our great facilities—with all our many years of experience, we are not able to make a bicycle as good as it ought to be for the price asked and then give the selling agent an enormous discount to divide with his customer or keep it if he is able to do so.

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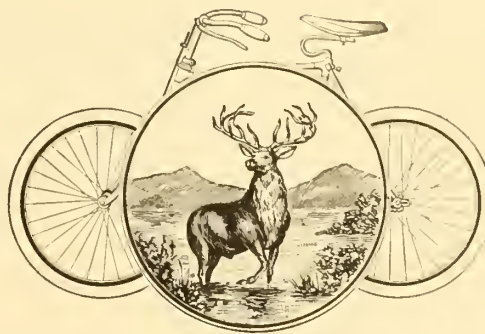
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MENTION THE BEARINGS

TOUR IN HOLLAND.

English Cyclists Given a Very Cordial Welcome by the Dutchmen—Some New Rules.

LONDON, March 31. The tour in Holland of the Stanley C. C. at Easter was a great success. The weather proved perfect, the roads were good and the cordial reception accorded to the visitors by the local cycling clubs of Rotterdam, Utrecht, Amsterdam, Haarlem and La Hague added greatly to the pleasure of the trip. The Stanley party numbered twenty-six, and included G. L. Hillier, Paul Hardy, Ludovici, S. Kauffmann and C. W. Hartung. R. Cripps, of Nottingham, and S. D. Begbie, of London, were also of the party. After a smooth and moonlit passage from Harwich, the Stanleyites found themselves in Rotterdam early on Good Friday. They were met by the Thor C. C. and conducted around the city, lunch being taken at the hotel St. Lucas. Messrs. Leupen, Gerlagh, Sarlet and Panderjz, of the Kettinggangers (a Haarlam club) joined the party here and accompanied them throughout their tour. All these gentlemen spoke English fluently, and quite two fifths of the Dutch wheelmen met during the trip displayed a similar familiarity with the language of Great Britain. Arnheim was reached in the afternoon, and a ride around the charming environs enjoyed in company with the local club. Unfortunately

The Famous Cement Track Was Closed

and could not be viewed—much to the disappointment of Hillier, whose curiosity may be imagined. Dinner, accompanied by endless toasts, followed at the hotel "Pay Bas."

On Saturday crowds of people greeted the party on their arrival at Utrecht. Saturday evening was spent in Amsterdam, where the party was invited by the Achilles C. C. to attend the performance at the circus. The performance was stopped and "God Save the Queen" played by the orchestra. Sunday was spent riding through a remarkable and interesting district, Haarlem being the destination, where the Kettinggangers entertained the Stanleyites at dinner. On Monday, La Hague was reached, and the Utile Dulci C.C. entertained the visitors at lunch. A ride to Scheveningen followed and the Stanleyites gave a dinner to the Utile Dulci C. C. in the evening. This concluded the trip and the party returned by train and steamer, thoroughly delighted with their experiences.

There is little doubt that a representative Dutch party will visit England next year, and the Stanley C. C. will leave no stone unturned to give them a splendid reception.

On Thursday evening, a crowded meeting of the London center of the Union was held, and the agenda of the meeting referred to below was discussed. A committee was appointed to investigate a loss of \$250, alleged to have been sustained through a fire in the Union offices, which broke out in a drawer containing checks and postal orders.

This afternoon a meeting of the council of the National Cyclists' Union took place at the London tavern. Over fifty councilors were present, and the proceedings occupied seven hours. The balance sheet showed a profit of \$237 on the year's work. The president, the Earl of Albemarle, was re-elected, and Messrs. Todd, Tanner and Sheppee were elected as vice-presidents. It was considered impracticable to appoint a paid secretary, or to change the present offices of the Union. J. A. Church was re-elected as secretary and T. W. J. Britten as treasurer. Appeal, general, licensing, and professional licensing committees were elected. The last-named consists of three members—Messrs. H. L. Clark, Robert Todd, and J. Blair. They were selected after considerable difficulty, owing chiefly to the exclusion of pressmen and members of the trade. The agenda was a very lengthy one, and many of the items were of meager interest to the ordinary cyclist. A proposal to reduce the individual members' subscription to the Union from \$1.25 to 62 cents, was lost after a long discussion—the necessary two-thirds majority not being forthcoming. A proposal was passed making it possible for a center to suspend a defaulting club member on the application of the secretary of the defaulter's club.

Robert Hall's Prize Banking Scheme,

to which I referred in a previous letter, was lost after a long debate. Dr. Turner's amendment, providing for the purchase of prizes selected by the winners, after the meeting, shared a similar fate. A formal motion, which was promptly carried, rescinded the original professional racing rules compiled some years ago by Mr. H. Sturmev. Dr. Turner carried the following resolutions:

"That, if the championships committee see fit, it shall be permitted to arrange for pacemakers for any of the N. C. U. championships at distances over one mile, such pacemakers to be under the control of an official appointed by the committee, and subject to such rules as may be formulated regarding the matter."

"That no rider whose application for a license has been refused by any committee of the Union, or who, having had a license, has failed to apply for a renewal of the same, shall be permitted to compete in any amateur race—club, open, or local."

The general feeling toward the new professionalism appeared to be anything but cordial among the members of the council.

The Surrey B. C., in addition to its ordinary programme at its Herne Hill meeting on the 21 inst., will hold a one-mile-scratch race for professionals. The prizes will be in cash, \$125, \$50, and \$25, subject, of course, to the sanction of the Union, and also to the willingness of the English and French professionals to enter for these prizes. This will be the

First Chance for the New Professionalism,

and it will be interesting to see what success attends the club. At the present time no professional

licensing committee has been elected in London, nor have application forms yet been prepared. Only two applications for professional licenses, it is stated, have been received up to the present.

On the Saturday following the Surrey meeting the Brixton B. C. will hold a race meeting at Herne Hill. The chief feature will be the ten-mile race for the 50-guinea Brixton cup. F. J. Osmond has scored two wins and may compete this year. L. S. Meintjes is the present holder, but he will not be in England. It is thought likely that a new name will be inscribed on the cup this time. C. W. HARTUNG.

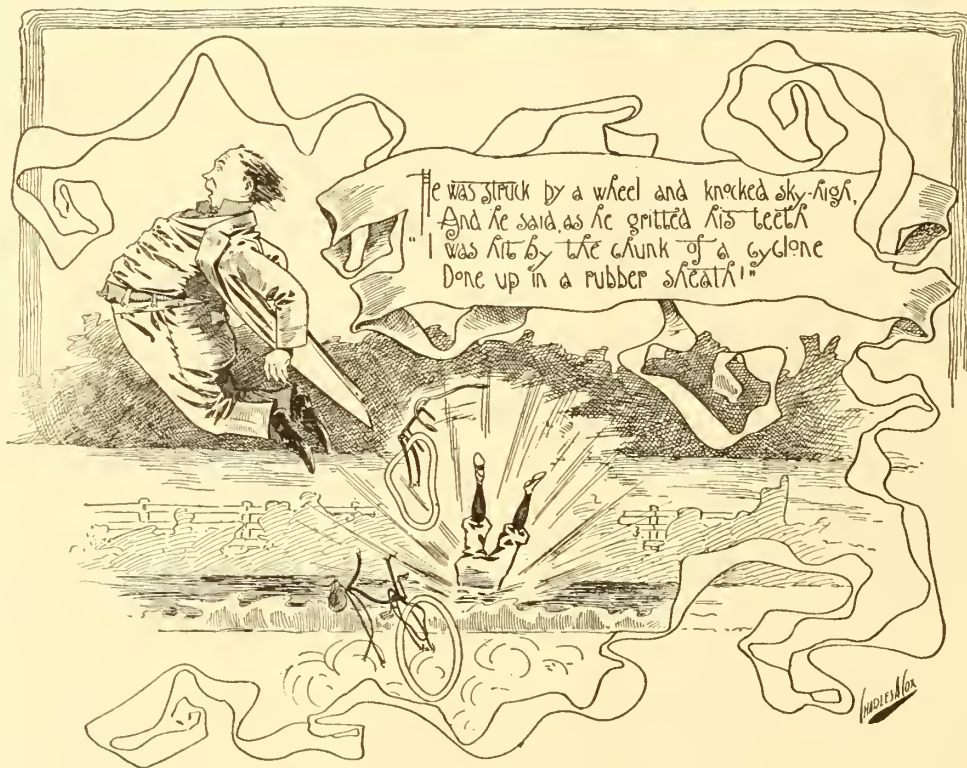
To Do Away With Chains.

He was a little man, but had the air of one of those persons who know it all, and who are always willing to let the world share their secrets. He

walked into one of the stores on Cycle Row, Chicago, last week, during noon hour when a number of prominent Chicago riders were enjoying the after-dinner cigar. One of them was telling about the trouble he had had with a chain. No one had spoken to the newcomer, but this did not keep him from chiming in with, "I think chains are no good any way. They are only nuisances, and the day will soon come when they will be discarded entirely. I tell you what, I have a friend who has an invention that will knock the spots off of these chains. He is paid \$3,000 a year just to invent things and he has got up something dandy in the bicycle line."

At the mention of money two or three of the racing men in the crowd looked around and began to listen to what the fellow was saying. Seeing that he had attracted their attention he resumed his story. "Here is the way he is going to fix up his wheel; he takes an eight-inch wheel fitted with a pneumatic tire just a trifle larger than the one on the driving wheel. This is placed where the sprocket is now. Then the rear tire is blown up. When the little tire is inflated it grips the driving wheel. All the rider has to do is to mount and pedal. No more chain, no more noise, and not half so much work. Don't you think it is a good scheme?" he concluded, looking around. But his audience had disappeared and he found that his only listener was a small boy who had come in after a catalogue.

Cincinnati has a rider who has not yet discarded the good old ordinary, and who says he never will. He rides all the time, and is a regular attendant on club runs, etc. He should be embalmed and placed in a frame when he dies as a faithful example of constancy.





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RACING BOARD MATTERS.

Chairman Raymond Assigns Colors to the Racing Men—Many Sanctions Granted.

Ora Hayman, Grand Island, Neb., is hereby suspended, pending an investigation into his amateur status.

Sanction has been granted the Bay State Bicycle Club to hold a race, horses vs. wheelmen, on May 30. Class A prize, amateur driver.

Sanction has been granted the Wichita Cycling Club, Wichita, Kan., to give matinee races every Saturday afternoon, for club members only, from April 28 to May 26, prizes to be awarded, and sanction not to be operative on any date for a regular meet assigned there.

The Rover Wheel Club, Pueblo, Colo., has been added in the national circuit, on August 20.

In accordance with Clause F, Section 5, of Racing Rules, requiring thirty days' notice of date, and place of national championships, official notice is hereby given that all national championships have been assigned to the Colorado division, to be contested at Denver, Colo., on August 16, 17, and 18.

The sanction granted in the name of Jamestown Bicycle Club, for May 30, has been changed to the Prendergast Wheelmen, Jamestown, N. Y.

Handicapper for District 5 will be C. H. Fenner, 105 Gravier street, New Orleans, La.

By vote of the Board it has been decided: That while a college is in session, any member of same, may give his college as his legal residence, in determining his right to compete within 200 miles of same.

Racing Colors.

The colors as far as arranged for, are given below. The body of the suit is represented by the single color given as the heading of each set of combinations. The manner of distinguishing each suit is the way the various colors are added to the body of suit:

Black: Red stripes sides of pants and shirt, Waltham Club emblem on shirt, H. W. Robinson, Waltham, Mass.; Nile green stripe sides of pants, round neck and sleeves of shirt, Waltham Club emblem on shirt, A. W. Porter, Newton, Mass.; white stripes, shirt, pants, and cap, James Levy, Chicago; gold cap, H. H. Wylie, Chicago; orange stripes on pants, orange monogram on shirt, M. S. Cohoes, N. Y.; red sash, red and black cap, A. D. Kennedy, Jr., Chicago; yellow sash, yellow and black cap, W. W. Taxis, Philadelphia; green sash, green and black cap, E. C. Bode, Chicago; white sash, white and black cap, J. R. Kendrick, Jr., Philadelphia; light blue sash, J. J. Diver, Philadelphia; red cap, W. H. Mulliken, Baltimore; copper scallops round neck of shirt, dark blue pants, copper scallops around bottom edges, H. M. Sidwell, Covington, Ky.; red stripe side of pants, wide red band on shirt, word Arlington on same, E. E. Clapp, Washington, D. C.; white striped shirt, black pants and cap, H. R. Steenson, Ilion, N. Y.

White bosom in shirt, winged foot in center of same, white belt, white cap, G. C. Smith, New York; white triangle on front and back of shirt, black cap, small white triangle on same, E. L. Dithridge, New York; red, white and blue stripes on side of pants. W. N. Jougill, West Newton, Mass.

Blue: Red sash, Gus Steele, Chicago; old gold shirt, F. B. Mershon, Jr., Philadelphia; white shirt, blue cap, Geo. Fitzsimons, Greensboro, N. C.; light blue, green sash, J. W. Dempsey, Lowell, Mass.; white stripes, lengthwise, F. R. Fuller, Hartford, Conn.; sky blue, black sash, Thos. Kennedy, Lowell, Mass.; navy blue, union suit trimmed with white, navy blue cap, C. L. Binns, Red Oak, Iowa.

Peacock blue: Black band round pants and sleeves, F. J. Titus, New York; navy blue, old gold belt, three stripes of same around edges of pants and sleeves, B. Cooney, Cohoes, N. Y.

Orange: Shirt, green pants, cap to match, F. W. Plaice, Lima, Ohio; black stripes on shirt and pants, black socks, O. H. Monro, Cohoes, N. Y.; black belt, black round shirt, short black stripes lengthwise on sleeves and edges of pants, A. N. French, Cincinnati, Ohio; black band round sleeves, neck and bottom edge of shirt, round bottom edge of pants, B. Morrison, Johnstown, Pa.; shirt, black pants, black cap, W. M. Pettigrew, West Newton, Mass.

Gray: Dark cardinal band crossing shirt in both directions from each hip, and down sides of pants, W. C. Marmon, Boston, Mass.

Maroon: White stripe sides of pants, black handkerchief with white star round waist, C. G. Sinsabaugh, Chicago; white stripes sides of pants, round neck of shirt, white belt, white cap, E. G. Combs, Pittsfield, Mass.; black trimmings, E. P. Wood, Pittsfield, Mass.

Garnet: Full suit, G. L. Gary, Chelsea, Mass.

Red shirt, white pants, blue socks, C. E. Tudor, Cincinnati, Ohio.

White: Red stripes sides of pants, red S on shirt, G. T. Tomlinson, Syracuse, N. Y.; red emblem on shirt, G. A. Banker, Pittsburg, Pa.; light blue stripe sides of pants, sides and edges of shirt, G. N. Adams, Jacksonville, Fla.

Mauve: Black sash and cap, H. A. Elkes, Glens Falls, N. Y.

Lavender: Edged with dark maroon on shirt and pants, American flag on jersey and sweater, R. MacDonald, New York.

Wine: Black stripes diagonal on shirt, black stripes sides of pants, G. N. Carter, Newtonville, Mass.

Purple: Gold stripe side of pants, gold "C" on shirt, gold cap, L. C. Dorn, Cleveland, Ohio.

Cardinal: Orange and blue stripes alternatively on shirt, orange pants, N. L. Felch, Natick, Mass.

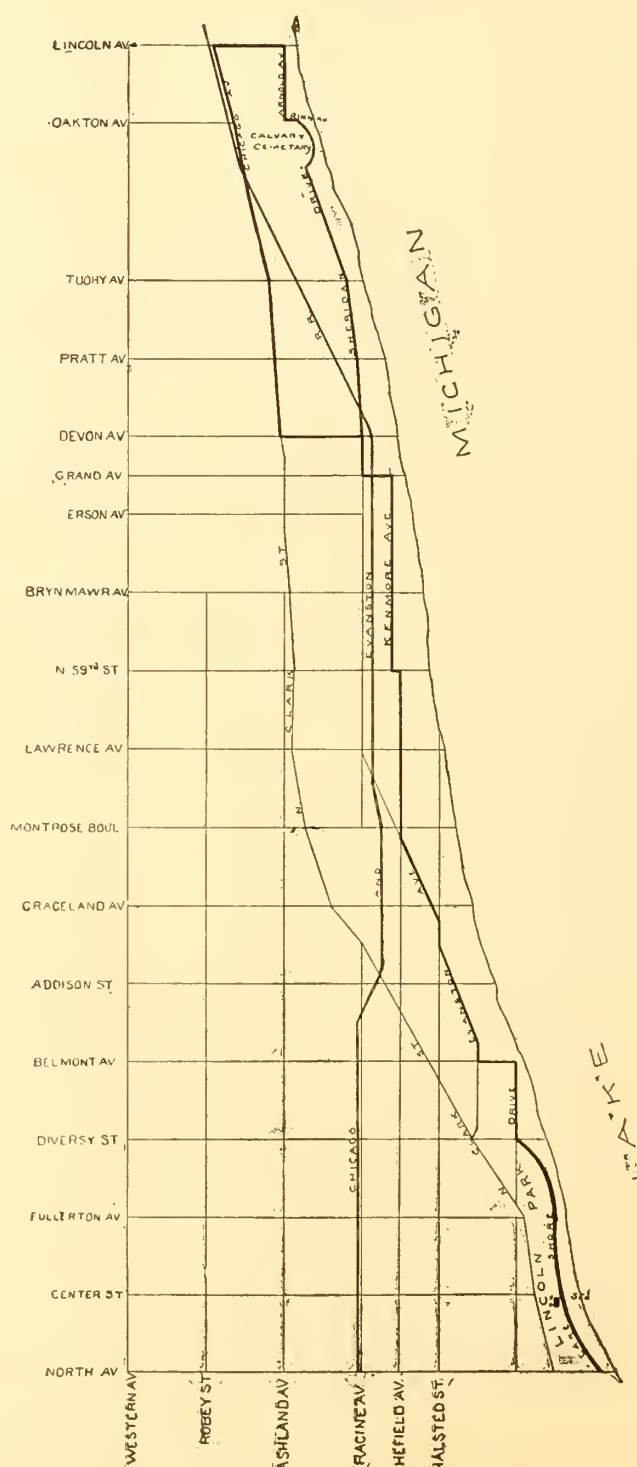
Crimson: Full suit, G. F. Taylor, Ipswich, Mass.

Old Gold: Full suit, navy blue sash, W. A. Wenzel, Philadelphia, Pa.

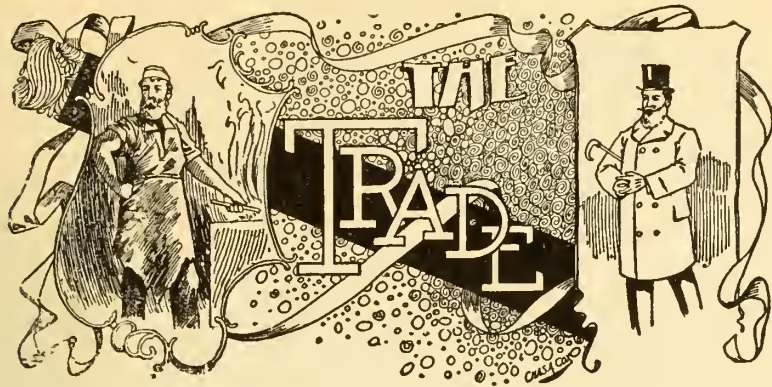
Sanctions Granted.

July 4, Jacksonville Athletic and Bicycle Club, Jacksonville, Fla.; August 4, Chas. Hanauer & Bro., Cincinnati, Ohio; July 14, South Bend Cycle Club, South Bend, Ind; July 3, San Antonia Cycling Club, San Antonia, Tex.; May 25, Field Day Case School, Cleveland, Ohio; April 21 Austin Fair Association, Austin, Tex.; June 18, Bridgeport Wheel Club, Bridgeport, Conn.; June 19, Bridgeport Wheel Club, Bridgeport, Conn.; May 30, T. C. Forbes, Greenfield, Mass.; May 30, Altair Cycle Club, Danbury, Conn.; July 4, York County Wheelmen, Saco, Me.; May 12, G. K. B. Wade, secretary, U. T. A. C. A., New Haven, Conn.; May 12, J. W. McDuffee, Franklin park, Sangus, Mass.; April 19, A. A. Heroux, Lawrence, Mass.; June 6, Y. M. C. A., Peoria, Ill.; July 4, 5, Oskaloosa C. C., Oskaloosa, Iowa; September 3, Quincy Bicycle Club, Quincy, Ill.; July 4, 5, Quincy Bicycle Club, Quincy, Ill.; July 4, Michigan Athletic Club, Detroit, Mich.; July 4, Cycle Track Association, Winona, Minn.; July 28, Metropolitan Association, of C. C., Waverley, N. J.; May 12, Metropolitan Life Insurance Co., New York city, N. Y.; May 23, 24, N. J. Pharmaceutical Association, Asbury Park, N. J.; June 2, Crescent Wheelmen, Plainfield, N. J.; April 25, Tenth Battalion, A. A., Albany, N. J.; May 5, Princeton University, Princeton, N. J.; May 12, College of City of New York, Berkley Oval, N. Y.; June 2, Boonville Athletic Association, Boonville, N. Y.

H. E. RAYMOND.



Chicago Road Race Course—distance, 18 miles, 4,050 feet.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

PRICE CUTTING AGAIN.

It is a little strange that the cycle trade association which was announced with a great blare of trumpets, should after so long a time, have failed to take tangible shape. There is plenty of work for the association to do when it does organize—if, indeed, that happy time ever arrives. We all know what havoc was worked by the cutting of prices last season. The same thing is threatened now. Already we have seen Victors—last year's pattern, but Victors just the same—sold for \$85. In Indianapolis there is a war of prices, and in Chicago the same thing is going on. In both cities wheels that list at \$125 have been sold away below \$100. Some of them retailed as low as \$75. These wheels may not be strictly up to the standard of the leading high grade wheels, but they have all along been classed in the same category, and they are certainly worth much more than the prices at which they were sold. If this state of things is to continue it means a general cutting of prices all along the line, and if it does continue it would be better for the makers of the wheels to reduce their list prices at once, and put them on an honest basis.

There is one wheel that lists at \$125 that is being sold here, there, and everywhere, at any price over \$60 that can be obtained, and that, by a firm that has both money and reputation. They are sold to riders or dealers indiscriminately at this price. Another is being sold at retail for \$55 and still another at \$60.

If a trade association could not take some decided action in cases of this kind it is well enough that it has never materialized; but if it could, then it is high time that it was gotten into running order. We would like to hear from some of those who had the matter in charge.

ADDITIONS TO THE TRADE.

Several New Firms Added to New York's List—Trade is Brisk in Gotham.

NEW YORK, April 16.—The latest addition to the cycling trade is the store of Fred Herbert, located at 114 Nassau street, and is known as the Herald Cycle Co. Their leader is the Herald, a good looking, substantial wheel, weighing twenty-eight pounds all on, and listing at \$75. Aside from the Heralds, a full line of Envoys and Fleetwings is carried. In the rear of the salesroom is a spacious riding school, where all customers are taught to ride free of charge.

Arthur Preyer, 1 Park place, is also a recent addition to the metropolitan trade. A big line of bargains in several patterns are to be had at Preyer's. Business is rushing, and prospects are unusually bright.

The Raleigh bicycle, which is to be awarded to the best story writer in that wide-awake monthly magazine, *Storiettes*, is being eagerly sought after by a number of wheelmen and women of pen wielding ability. *Storiettes* is being circulated widely through all the cycling clubs of America, and should prove a valuable addition to the list of cycling periodicals. Mr. Cunningham, the paper's manager, is an old-time newspaper reporter.

The Commonwealth Rubber Co., 54 Vesey street, are making a hit with Niagara cycles, a complete line of which they are carrying. Samuel F. Randolph is president of the Commonwealth company, and is moving things along in a strictly up-to-date manner. The Buffalo Wheel Co. could not have found more desirable representatives in New York city.

The H. & D. Folsom Arms Co., at 314 Broadway, report an extraordinary demand for Keatings, which is one of the many makes that they are showing. The others are going at as fast a rate as can be wished for. Aside from the Keating this company are selling Imperials, Western Wheel Works' machines, New Mails, Zephyrs, Dictators, and Featherstones. The range of price is from \$15 to \$150, as many high grades being sold as of the other class.

The Broadway store of A. G. Spalding & Bros. is beginning to look as if a cyclone had struck it. No new stock has been added since February, and the result is the appearance spoken of above. Here and there is a batch of stuff still unsold, but at the prices which prevail at present, the store bids fair to be cleaned out completely in short order. Meanwhile, the

Nassau and Beekman streets store is experiencing a rush. The Spalding and Credenda wheels have evidently caught the public fancy.

Charles P. Schatz, is the only place in this city where all the cycle papers, American and European, can be had in current numbers. His place presents a busy appearance each Saturday, when *THE BEARINGS* is due. People drop in all the afternoon, at different times, with the question, "Has *THE BEARINGS* come yet?" and are always disappointed should the reply be in the negative. Mr. Schatz says the green paper sells like hot cakes. Aside from the periodical feature of his store, a thoroughly equipped repair shop is in the rear.

W. F. Murphy was disappointed sure enough last week when Troy returned from France with the news that no one could be talked of to the Frenchmen except Jimmy. Billy is undecided now on what course to pursue. He says if it were not for the fact that people would think he had been bluffing, he would stay in America and retain his store, but now he considers himself in duty bound to go and make the best of it.

Liberty Hall, at 1217, 19 and 21 Bedford avenue, Brooklyn, will be formally opened with a boom on Thursday night. Dancing, supper and bowling will be the three stars that will glimmer while Liberty wheels will shine out like a search light on a foggy night.

The Equitable General Providing Co., of 29 Broadway, is being well patronized by those desirous of obtaining a high-grade wheel on the installment plan. At a small advance over list price, the company close several sales daily, with a promise of big increase as soon as people realize that spring is really here.

MARK W. HILL DEAD.

After an illness of but two or three days, Mark W. Hill, president and treasurer of the Hill Cycle Mfg. Co., of Chicago, died last Friday. Mr. Hill had been ailing all winter, and it was only last week that he was confined to his bed. Frank T. Fowler, former secretary of the Hill company, and a son-in-law of the deceased, was at the deathbed.

Mr. Hill was born at Lee, N. H., fifty-nine years ago. In 1862 he went to St. Louis, where he had charge of the City Street Railway Company's



THE LATE MARK W. HILL.

repair shop. For many years he was connected with the North-Western Railroad Co.'s machine shop in this city. He leaves a widow and two children, George H. Hill and Mrs. Minnie E. Fowler, both living in Chicago. The funeral was held last Sunday.

Caroline D. Hill, wife of the deceased, has been elected president and treasurer of the Hill company, and Mr. Fowler will manage the affairs of the same.

Only Needed One More.

While on a trip through Indiana, for the Raleigh Cycle Co., R. B. Abbott came across the following sign in front of a dealer's store:

OUR AGENCIES.

VICTOR.	UNION.
COLUMBIA.	PHOENIX.
CLEVELAND.	HICKORY.
HARTFORD.	GENDRON.
IMPERIAL.	CREDENDA.
LU-MI-NUM.	FOWLER.
WAVERLEV.	WARWICK.
RALEIGHS.	STEARNS.
RAMBLER.	ROAD KING.
ELMORE.	COLUMBUS.
EAGLE.	WESTMINSTER.
LYNDHURST.	BRIGHTON.

While Abbott was making a copy of the list, the proprietor came out and said, "What are you doing, making a copy of my list of agencies? Well, there is one more that I must have to complete the list, and that is the Goosetown Scorchers."

DAYTON'S DEALERS.

A. W. Gump Does an Immense Jobbing Business—What the Others are Doing.

DAYTON, OHIO, April 15.—Dayton is a pretty city. Its streets are all straight as arrows, and all in the city center are well paved, either with asphalt or brick. The roads into the pretty country surrounding are good, and many pleasant trips may be taken. A famous pike runs through Dayton from Columbus into Indianapolis.

The Dayton Bicycle Club has a neat home on West Fourth street, right in the heart of the city. It has about eighty members, and is just at present working hard upon plans for a monster one-day tournament, to be held Saturday, June 30, just prior to the Ohio division meet at Cincinnati. Springfield, Columbus, Dayton, and other cities will form a two-days' circuit in the interval elapsing between the close of the Ohio River circuit, June 20, and the Cincinnati meet. When Dayton undertakes anything it is always done thoroughly, as was shown on the occasion of the Ohio division meet in '92, when a number of Chicago men enjoyed a genuine Dayton welcome, under the leadership of "Bob" Lennie. Dayton cyclists are overjoyed by the selection of Lennie, by the Pope company, to travel in this territory.

The only other club is the Y. M. C. A. Wheelmen, an organization of active young riders of over eighty in number. There are about 3,000 riders in and surrounding Dayton. The fastest local rider on the path today is E. H. Kaiser, a curly headed youngster, who is now riding a Stearns.

The Cycle Trade in Dayton

is at a standstill just at the present time, sleeping over a volcano as it were. The props were knocked from under the trade last year by the auctioning of a lot of A. W. Gump's surplus stock by Huber Bros. A like move is to be made this season—in fact, this week Saturday—by W. E. Haas & Co. This concern bought out Henry Gump, a brother of A. W. Gump. They hold this auction in self-defense, having wind of another auction sale to be run later. Their line comprises the Eagle, Fenton, Crescent, and a large line of baby carriages. A line of seventy-five renting wheels is always on hand, and these pay the expenses of the year. The store, at 20 West Fifth street, is one of the best in the city, the sample wheels being neatly arranged on racks, three tiers high, and built close to the wall. The wheels stand in slots in the racks.

The One Jobber of the City

is A. W. Gump, who has a national reputation as one of the big five, controlling the output of the Western Wheel Works. This line and the Smalley, he controls in Ohio, Kentucky, Tennessee, and West Virginia. Four men are kept on the road, and in the large four-story building, at 115 east Third street, thirteen more are employed. The large repair shop in the rear, in charge of William Haas, is one of the most complete in the state, and employs from seven to ten men. For the local territory Mr. Gump has the Columbia, Rambler, and other lines. In his immense stock of new machines, some of which are in job lots, are samples of twenty-five lines. On the first floor none but new wheels are sold. In the window are two gold-plated exhibition wheels, secured from the Pope company's World's Fair exhibit. These magnificent specimens of the wheel-builder's art have been lately sold for \$125 each.

On the shelving is shown the 64-inch Expert built for Bolton, of Texas, in 1886, and other relics of prehistoric ages of wheeldom. In the back is Mr. Gump's magnificent office, with a grate fire always burning. On the walls are pictures presented at various times by employees. The second floor is the second-hand stock room containing many hundreds of wheels.

On the next two floors are tier upon tier of new crated machines, showing the immense business done by the firm. Mr. Gump refuses to state what the volume of business done by him last season was, but it was large and profitable. He has placed the Crescent on sale with several local firms, and his local business is reduced very materially, being small in proportion to his jobbing trade.

The Dayton Cycle Co.

is a stock concern, and, it is stated, is comprised of members of the Dayton Bicycle Club. Albert Pretzinger is president, W. H. Bell, secretary, and treasurer, and Frank Rudy, manager. The Stearns, Raleigh, Cleveland, Syracuse, Yost, Waverley, and Columbus lines are handled for local territory. This concern handles the club trade of the city to a large extent.

The Victor is handled locally by C. F. Fox, on south Main street, a large store dealer who succeeded D. Clinton Herby. The latter gentleman failed last year in a store adjoining the D. B. C. clubhouse, through hard times and slow collections. He now has charge of the bicycle department for Fox, and is pushing the Victor still. The Crescent is also carried.

James Dodds, south Main street,

Handles the Fowler, Union and Majestic.

Mr. Dodds has a gun store. Messrs. Stark and Weckesser, his clerks, conduct the bicycle business, Mr. Dodds giving it little attention. Stark and Weckesser purchased the stock of J. C. Porterfield last season, and after selling it out returned to Dodd's employ. They are two bright, energetic young men, and will make a success of the bicycle branch of Dodd's business.

The Central Bicycle Livery

carries a small stock of Centrals and Ben-Hurs, but does a nice renting and

repair business at 35 north Jefferson street. Messrs. Cox and Prugh are the members of the firm.

T. M. Harley, 20 east Second street, is new in the business, and handles the Eclipse and Ide line in a furnace store.

The Dayton Wheel Exchange, 519 East Fifth street, handle the Derby.

Over in the West End, the Wright Cycle Exchange, 1034 west Third street, handle the Halladay-Temple Scorchers, and F. T. Ward, 1402 West Third street, does repairs only.

In a Manufacturing Way

Dayton is still in its infancy. The Gem City Machine Works, at 19 St. Clair street, is about to embark in the manufacture of wheels for the local trade. Any design wheel will be built to reach. The S. M. Brown Mfg. Co. make sulky wheels of wood and steel, and have made a few bicycles. In the line of hickory sulky wheels the concern is rapidly nearing the top. The factory is a large one of four stories, and many thousand wheels go out each day.

Late Trade Changes.

CLARKSVILLE, ARK.—A. C. Miller, hardware and bicycles; sold out.

DENVER, COLO.—Geo. Mayer & Bro., hardware and bicycles; dissolved.

GEORGETOWN, COLO.—Geo. W. Hall & Co., hardware and bicycles; G. W. Hall deceased.

KEY WEST, FLA.—J. W. Johnston & Co., hardware and bicycles; dissolved.

VALDOSTA, GA.—W. H. Briggs & Sons, hardware and bicycles; W. H. Briggs, Jr., retires.

FREDERICKSBURG, IOWA.—W. R. Dawson & Son, hardware and bicycles; W. R. Dawson chattel mortgage, \$900; realty mortgage, \$1,061.

MANCHESTER, IOWA.—W. W. Moore, sewing machines and bicycles; chattel mortgage, \$1,472.

MOUNT PLEASANT, IOWA.—Walker & Dallner, hardware and bicycles; C. D. Walker, realty mortgage, \$800.

SIOUX CITY, IOWA.—Sioux City Implement Co., also bicycles; succeeded by company of same name.

KIRWIN, KANS.—J. A. Shattuck, agricultural implements and bicycles; now Shattuck & Tounly.

PRATT, KANS.—F. G. Alford, hardware, agricultural implements and bicycles; chattel mortgage, \$3,099.

LOUISVILLE, KY.—I. F. Stone & Sons Co.,

hardware and bicycles; realty mortgage, \$11,000.

BELLEVILLE, KANS.—T. M. Thompson & Co., hardware and bicycles; dissolved.

CARO, MICH.—M. R. Truesdell, hardware and bicycles; sold out.

CEDAR SPRINGS, MICH.—D. G. Carpenter hardware and bicycles; sold out.

PORTLAND, MICH.—Newman & Kennedy, hardware, agricultural implements, and bicycles; succeeded by Kennedy & Hixson.

HASTINGS, MINN.—A. B. Hanson & Co., hardware and bicycles; A. E. Johnson succeeds.

DARLINGTON, MO.—Adkisson, Bentley & Co., hardware and bicycles; sold out.

MIRABIL, MO.—J. H. Conley, hardware and bicycles; chattel mortgage, \$380.

LINCOLN, NEB.—J. W. George, bicycles; chattel mortgage, \$100.

CANTON, N. Y.—J. P. Howe & Co., hardware and bicycles; dissolved.

SPRINGFIELD, OHIO.—W. W. Diehl, hardware and bicycles; realty, \$1,400; transferred.

DETROIT, MICH.—The Anderson Cycle Mfg. Co.; incorporated, capital, \$15,000.

DES MOINES, IOWA.—Pacemaker Bicycle Co.; incorporated as the successor of the Kenyon Bicycle Co.; capital stock increased from \$25,000 to \$100,000. The officers are George H. Lathrop, president; C. C. Rhodes, secretary, and A. B. Edwards, treasurer.



Ruins of the Century Cycle Mfg. Co.'s Factory at Indianapolis.

PEDALS AND TIRES DISCUSSED.

One of the most gratifying features of the '94 wheels is the tendency, plainly noticeable, to improve the pedals. Those in use have long been a crying evil, and were more in need of the thorough remodeling that is taking place than any other part of the bicycle. The rubber pedals furnished by most of the leading makers were not so bad, albeit extremely heavy and clumsy, although comfortable. In rat-traps, however, it was difficult to find one that could, by any stretch of the imagination, be called satisfactory. The makers who used covered pins were a long way in advance of those who clung to open ones.

Again, some makers attempted to build pedals with side plates that would not bend almost double if the foot was put on them the wrong way, but the majority seemed to think that if a rider was so careless as to catch the pedal the wrong way it was his fault if the side bent out of shape. But the makers, almost without exception, would construct the pedals by riveting the side and end plates together in such a manner that they were almost

Sure to Work Loose

in the course of time. The play thus caused could be taken up by re-riveting, but this would only last a short time, when the process would have to be repeated. The consequence was that most rat-trap pedals were rickety, for the riders who knew enough to keep their pedals in proper order were in a minority.

During the past year or two efforts have been made to make the outside end of pedals, at least, dust-proof, and a distinct advance was thus scored. It was only in rare cases, however, that pedal pins were hardened sufficiently to present a good wearing surface for the balls to run on, and the result of this was that the cones wore rapidly, and in a short time all the adjustment was taken up, and the pedal would still remain loose.

This year there are to be noticed a number of pedals in which a distinct improvement has been made. The Union pedal is, perhaps, the best known, as it was used on Tyler's and other racing wheels last year. It is very odd looking, but apparently as good and as strong as it is odd. Spurred on by them, perhaps, three American makers, at least, place on the market pedals that leave little or

Nothing to Complain of.

They are the Columbia, Rambler, and Stearns pedals, respectively, and although they are all different, yet there is a similarity between them, which shows that the same good idea was lurking in the brain of their inventors.

They are all made on the principle of avoiding the sharp angle at the four corners of the ordinary pedal, and doing away with the fastening at that point by rivets or screws. The frames of two of them have no joint at this point, and somewhat resemble a U in shape, being in two pieces and riveted together at the sides instead of at the corners. There being but two instead of four pieces to the frame, and no sharp angle or joint at a place where the pressure of the foot tends to make a hinge, it will be readily seen that a distinct advance has been made. The three pedals are all wonderfully stiff, both on the sides and at the corners, and no harm can result if the foot should be placed on wrong. This style of pedal frame bids fair to set the fashion for all other pedal makers, and riders will be thankful that a part of the wheel that stood in urgent need of improvement has at last been attended to.

Changes in Tires.

The present year will see a test made of extremely light tires, many of them of a thinness that would have been deemed folly but a short time ago. The universal demand for a reduction in weight is partly responsible for this experiment, while the use of the new fabric for the lining has something to do with it. As far as the rubber manufacturers are concerned, it works both ways, enabling them to dispense with a great deal of rubber that they were formerly obliged to put in the tires, but compelling them to use a better quality of it. That there has been, on the whole, a gain in cheapness is almost certain, and the decrease in the prices of tires is but natural.

The change is mainly interesting from the bearing it will have on the ability of the tires to stand up under the usage that they will be subjected to. The rider wants a tire that will give him the minimum of trouble, and about how this result is attained he is not very curious. That each year has seen a marked improvement in tires, valves, tubes, and covers, is manifest, and it is for that reason, perhaps, that what

Look Like Hazardous Experiments

are being tried with impunity. There is a general willingness to take the word of the makers of the tires as to their ability to stand the service required of them, on the theory that they know most about the tires, and are the ones who will suffer most if a mistake has been made.

One of the most curious things concerning tires is the unceasing regularity with which the size decreases every year. The two inch and two and one half inch tires, which were the proper caper in the early days of the air tire, gave way years ago, of course, to the more sensible size of one and three fourths and one and seven eighths inches. For racing tires, both

road and track, they were smaller, but one and five eighths inches was the size most used, while one and one half inches was very small indeed—a path tire almost exclusively. This year we see one and one fourth inches adopted as the standard size for track use, and very odd indeed do they look—just the size of the average cushion tire. They require, of course, to be pumped extremely hard.

The Greatest Change Is in Road Tires

for light wheels and fast work. For these purposes the favorite tire will be but one and one half inches, or in some cases one and five eighths inches scant. Such a tire as this is, of course, light and remarkably fast, advantages that will more than compensate many riders for the greater care required in their use. With them, more than ever, it will require to be dinned into the ears of riders to keep their tires pumped hard, for it will take a good air pressure to keep such tires from bumping the rim. On rough and stony roads such a small tire is at a disadvantage, but everywhere else it will more than hold its own. Any one who doubts its being faster than a larger tire should try first one and then the other, and no further argument will be needed. It is also particularly adapted, as has been found out in the past, for light lady riders. Their riding being much easier on tires than that of men, they can use a smaller tire. One lady who last year rode a one and five eighths inch tire was induced to try one of one and seven eighths inches diameter on the rear wheel, and it did not take her long to say that the wheel felt as if it had a brake on, and to insist on getting the other tire back.

COLUMBUS TRADE.

COLUMBUS, OHIO, April 15.—There is but one bicycle factory in this city, it is the Columbus Bicycle Mfg. Co. The factory is located on Spring street, w. o. p. the directory says, which interpreted means west of the Ohio Penitentiary, the greatest "pen" in the world. This company turns out a wheel listing at \$100 with wood rims and Palmer tires and weighing twenty-five pounds. With steel rims and M. & W. tires it lists at \$90. The factory is running every night and 1,200 machines will be turned out, it is said. The cycle merchants of this city look forward to a prosperous year. A new face in the trade is A. L. Baker located at 19 East Gay street. This gentleman and his three brothers, have been a power in Ohio racing circles for some time. They have a house furnished with prizes won. Mr. Baker is the owner and operator of

Baker's Bicycle Package Delivery

which delivers packages within a mile radius for ten cents, within a three-mile radius for twenty cents, etc. It is a new thing, but is becoming very popular because of quick service. Mr. Baker handles the Union, Winton, Raleigh and Fenton lines and the Featherstone, Puritan and Brighton wheels. He has been in business since the first of the year.

William Grah, 2 west Broad street, has a small but neat little store near the State house where he handles the Columbia, Tribune, Vigilant, Waverly, Hartford, Hickory, Central, Ben-Hur and Eclipse wheels. Cash registers and typewriters are also

handled. Mr. Grah looks to a lively season and says that trade has opened up well.

R. W. Evans, 19 east Spring street, was the Rambler agent last year, but is pushing the Cleveland and Lovell wheels this year. A popular member of the cycling club, he is pushing the Cleveland right up to the front. For a cheap line he has the Tryon goods.

O. S. Lear, at the corner of High and Gay streets, has two large basement salesrooms. The firm name was originally Lear & Thurber, but the latter has retired. The Stearns, Liberty, Kenwood, Phoenix, Derby and Columbus wheels, with the Syracuse bicycles for a cheaper line, are handled.

The Ohio Cycle Co.

is several blocks out of the city center, at 213 south High street. It is said that this is a branch house of A. W. Gump. Mr. Mc Ginnis, formerly with Rouse, Hazard & Co., is the manager. The firm has had a good trade all spring in the cheaper grades and has a territory of its own. The line includes the Rambler, Lyndhurst, Smalley, New Mail, and Western Wheel Works. A large sundry line is carried.

A. L. Yeardeley, 117 south High street, carried a large line of wheels last year, but is selling only the Monarch, Ide, and Yost lines this year. He has an immense wooden and willow ware business and sells to the best trade of the city.

One of the oldest dealers in the city is

J. C. Sherwood,

located at 31 east Spring street. Mr. Sherwood handles the Victor and Sterling, and is satisfied with the business of the year thus far done. He has eight counties in Ohio for the Victor. For his cheaper line he has Hibbard, Spencer, Bartlett & Co.'s Courier.

The Columbus Merchandise Co., 166 High street, has the Gendron line. This company is the local agent of A.G. Spalding & Bros. F. E. Avery, 1197 Franklin avenue, and has the Buffalo Wheel Co.'s line.



Another new man enters the trade this week in J. C. Porterfield, formerly of Dayton, Ohio. He has opened a large sporting goods store opposite the state house at 11 South High street, but has not selected a wheel as yet.

And last, but not least, the Crypto geared ordinary is handled by Mr. Jacobs, an old gentleman who rides one himself.

McScorcher and His Road Wheel.

McScorcher was a rider of the first water. He knew it and every one else admitted it. It was no trouble for him to get as fine a wheel as there was on the market for the mere asking. Not only that, but as soon as the two-class rule was passed, he received at least a dozen offers of good salary, and all expenses, to ride different makes of wheels. One of these offers he accepted. In addition to his racing wheel he was to have a specially built wheel for road work. He was at the factory giving the superintendent instructions as to how the wheel was to be constructed.

"I want a T-seat post," he said, "with a Brooke's saddle; twenty-eight-inch wheels; wood rims and—"

"Hold on," said the superintendent, "are you sure that you want wood rims?"

"Sure? Of course I'm sure. Why, what else would I have. What else could I have that would be as light and strong?"

"You want this wheel for all-around work, don't you? Yes? I thought so. Well, there are a good many things to consider in ordering a road wheel. Of course it would not make so much difference to you as it would to a great many other people, but you might just as well have your wheel right in the first place, as to have it changed after it is done."

"But what is the matter with wood rims?" interrupted McScorcher.

"I'll tell you. Wood rims seem all right in the first place, but there are several drawbacks to them. Rims, if made of wood at all, must be of the very best of seasoned material. Of course I would see that you had as good a pair of rims as there is to be had, but I could not guarantee, even then, that they would stand up as long as they ought to. It is almost impossible to get wood that is as well seasoned as it ought to be, and the result is that in almost every lot of wood rims that we receive, we find many that will warp out of shape, before we have time to set them up. You know, too, that there is a dozen different kinds of wood used in rims. There must be one best kind, and yet with all the experiments that the manufacturers of wood rims have made, they have not been able to decide which is the best. If any one kind was perfectly satisfactory, they would not go on hunting for something better."

"But if wood rims are good for carriage wheels why are they not good for bicycles?"

"Well, Sterling Elliott has been trying for a long time to make people believe that all wood wheels were better than those with wire spokes, and now he has turned editor of a good roads magazine, so as to get roads that his wheels will stand up on. But that has nothing to do with the reasons."

"You know that wood swells and warps out of shape when it gets wet. You are going to ride your wheel in all sorts of weather and you're sure to get the rims wet, and then they will warp. To be sure the spokes will hold them in fairly true, but there will be an undue strain on some of the spokes, and little or none on others. In time the spokes will give way, and you will lay the blame on me for not truing your wheel up properly."

"But I thought that wood rims were waterproofed," said McScorcher.

"So the makers of them say, but it is next to impossible to waterproof them thoroughly. Besides, the rims come from the makers to the bicycle factory unbored, and, when they are bored, the nipple holes are not waterproofed. It is right there that most of the damage is done. The water works in the nipple holes, and gets into the grain of the wood and spreads each way, from each hole. Finally it gets to the place where the rim is cemented together and then there is a loose joint and—trouble."

"Well what kind of rims would you have?" asked McScorcher in dismay.

"Aluminum," promptly replied the superintendent.

"But will they stand up?"

"Long and severe tests, and the trials of actual usage prove that they will. 'Dead-Broke' Wylie rode a wheel fitted with aluminum rims on his record-breaking trip from New York to Chicago, over country roads and railroad ties."

"Well, I'll think about it. In the meantime you can go ahead with the rest of the wheel."

* * * * *

An hour later the superintendent received a telephone call from McScorcher instructing him to fit the wheel with aluminum rims.

BACHELORS' QUARTERS.

Bachelors' Quarters at Indianapolis became justly popular with the wheelmen of this country last season. Nothing was spared to give the visitors to Indianapolis a royal good time. "Birdie" Munger was the presiding genius with Freddie Dickinson as his righthand man. When this pair left the employ of the Century Cycle Mfg. Co., after the failure, and started the Munger Cycle Works it became necessary to change the location so that they might be nearer the factory. Being unable to obtain a suitable house they opened up in the factory building, and it is there that they are now located. But in the near future new quarters will be opened in a large

seven-room house, directly across from the factory and an entirely new start will be made. This is rendered necessary by the fact that the many visitors have felt called upon to cart away as souvenirs, various parts of the furniture, until now there is very little left.

During the race meets the coming summer the racing men will again be asked to partake of the good things at the Bachelors' home, this home with this pair, or rather trio, for J. H. Cody should be included, he making this his home whenever in the city, is unique in many ways. There is no woman needed to do the housework, a young man by the name of "Major" Taylor doing all the work, since Stackpole left on a sparring tour. "Maje" is a character, and thoroughly understands the eccentricities of his employers. A meal with the two, with "Maje" to wait on the table, is an experience that once enjoyed will never be forgotten. The meals are good and the beds comfortable, and the visitor always has a good time and this is the reason so large a number of the visiting traveling men avail themselves of the opportunity to partake of the hospitality of Bachelors' Quarters when at Indianapolis.

Mr. Pattison in England.

We had the pleasure of meeting Mr. Pattison, a prominent member of the great Pope manufacturing company's staff. Mr. Pattison is of Scotch descent, and is a pleasant, businesslike gentleman, with remarkably little of the typical American mannerism about him. His visit to Europe is primarily a pleasure one, we understand, but he means to avail himself of the opportunity of studying the possible business results which might attend the opening of depots in France and the Continent by the Pope company. During a pleasant conversation, Mr. Pattison stated that his firm is strongly opposed to two shows—in fact to shows altogether—and the objections he detailed are identical with those raised by the large concerns on this side "the streak." He doesn't think the Philadelphia show will again be held, but in any case the Pope company will support the New York show only. Mr. Pattison is skeptical as to the success of the B class adopted in America. He is afraid the public will look upon the class as professional, pure and simple, and will consequently give it the cold shoulder. The professional is in as bad odor in America as here.—*Scottish Cyclist*.

Two Trade Tips.

There is one point in wheel construction that the reduction of weight will have to stop at, and that is the front axle. Several domestic and foreign manufacturers make this part of a wheel too small now, and break-ages average 10 per cent. This is a part of a wheel that never gave any trouble a few years ago.

The weight of the parts that go to make up a twenty-five pound, high-frame roadster are as follows: Frame, forks, handle-bars, sprockets and cranks, twelve pounds; solid rims, three and one-half pounds; hubs, twenty ounces; 16-gauge spokes, with nipples, one pound; M. & W. B tires, four pounds; Sager saddle, twenty ounces; chain, twenty-four ounces; total, twenty-four and one-half pounds. A wheel of this description weighs with racing tires, racing saddle, and wood rims, twenty-one pounds. A ten-pounds frame, with sixteen ounce hubs, will make a nineteen pound wheel.—"NIBS."

A "Peerless" Deal.

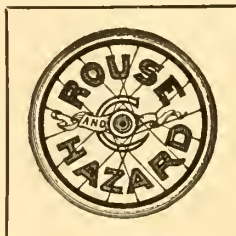
A deal that has been "hanging fire" since the Philadelphia cycle show was closed last week. By this deal, the Seltzer-Klahr Hardware Co. take hold of the Triangle for eastern Pennsylvania and New Jersey. James Josephi, eastern representative of the Peerless company, was the man to get the contract, and the number of wheels ordered is said to run up into three figures.

The Peerless Mfg. Co. are not saying much, but are "sawing wood" right along, and in their quiet way have closed contracts with some of the best houses in the country. They have enough orders ahead now to run them comfortably for some time, and at least twenty crated wheels leave the factory every evening for the various express offices.

1894 HEATH BALL PUMPS

\$1.25 list

DISCOUNTS TO THE TRADE.



Being overstocked on Heath Pumps, we offer them at \$1.25 each in order to reduce stock, with a liberal discount to the trade. We will send by mail to anybody, anywhere, on receipt of

\$1.50.

'94 Catalogue now ready and mailed free on application.

ROUSE, HAZARD & CO.

142 G STREET, PEORIA, ILL.

Manufacturers of SYLPH and OVERLAND cycles; Jobbers of Western Wheel Works '94 Crescents and Acme Lines.

Mention The Bearings

Attention!



OUR NEW THREE POUND GUARANTEED ROAD TIRES

Will be ready for deliveries April 20th. Prices, low. Don't make any contracts until you see our samples now ready; also our very low prices.

The Cyclone Clincher Tire

has never been known to roll or blow off the rim of a bicycle. They can be safely ridden deflated without coming off for great distances. Thousands and thousands are in use and demonstrate our statement to be true.

Don't buy clincher tires with flabby flippers. In many instances they will not stay on the rim when tightly inflated.

Send for catalogue and sample and study its perfect construction.

**CLIMAX and REX Road are the Best
Cemented Pneumatic Tires made.**

Prices Right. Tires Right.

.....ADDRESS.....

EASTERN RUBBER MFG. CO., Trenton, N. J.

BRANCHES:

NEW YORK,
CHICAGO,
PHILADELPHIA,
WASHINGTON, D. C.,
PITTSBURG,
ST. LOUIS, MO.,

90 Chambers Street.
207 Lake Street.
Arch near Broad, H. D. La Cato.
Goodyear Rubber Co.
F. S. Haywood & Co, 86 Water Street.
Day Rubber Co.

A Victor Opening.

PHILADELPHIA, PA., April 15.—The formal opening of the Overman Wheel Co.'s Philadelphia branch, at 835 Arch street, took place on Wednesday, and despite the inclement weather between 500 and 1,000 persons were in attendance during the day. Business for the time being was suspended, and manager Williams and his corps of assistants were ubiquitous in their successful endeavors to show to the public the many excellent qualities of the wheels made by the Overman company. The entire establishment presented a holiday appearance, tropical plants and stately palms being conspicuous everywhere. The large repair shop, which is one of the most complete in the city, was also shown in full operation, and the work of the expert mechanics was watched with much interest. The reception lasted from 11 a. m. to 4 p. m. Refreshments were served to those present.

The Childs-Curtis Mfg. Co. have secured a patent on a pneumatic tire roller skate. The wheels of the skate will be ball bearings, and fitted with pneumatic tires. The method of attaching and detaching the tires is very simple, so that in case of a puncture another tire can be placed on in a few minutes time. The company intends manufacturing the skate, and samples will probably be on the market by the first of May.

James Josephi, representing the Peerless Mfg. Co., of Cleveland, is at present in this city, calling on the trade.

The Stearns-Lu-Mi-Num Case.

The St. Louis Refrigerator & Wooden Gutter Co. write that it begins to look as if the test between Stearns and themselves would really take place. Their offer to also test the relative strength of handle-bars and forks has been declined. The St. Louis concern has named J. B. Johnson, professor of mechanical and civil engineering of Washington university, St. Louis, as judge to take the place of Robert Moore, resigned.

The Lovell Saddle Post.

The sliding saddle post is used on the Lovell Diamond cycles this year. By use of a set screw on the side of post the bar on which saddle is clamped can be readily adjusted by sliding forward or back to suit any position the rider may prefer. This saddle post is said to be the only one of this style on the market at the present time, and is one of the many great improvements on the Lovell Diamond cycles.

The Midget Repair Kit.

John A. Jochum is on the road in the west for the Chicago Tip and Tire Co. He has been doing well with his complete line of the Snell Cycle Fitting Co.'s goods, wood rims, tires and the Midget repair kit. The latter occupies a small tubular case, and can easily be carried in the vest pocket.

All the large manufacturers in the country have placed orders for this kit, one giving an order for 26,000 and another for 15,000. Still another of the big manufacturers is contemplating the exclusive use of this kit and will order at the least 25,000. It contains all that is necessary for a repair on a two-tube tire.

THEY RIDE EAGLES.



E. M. SPIKE. F. W. OSMUN. G. E. BICKER.
SOUTH SIDE C. C., CHICAGO.

It Runs Easy

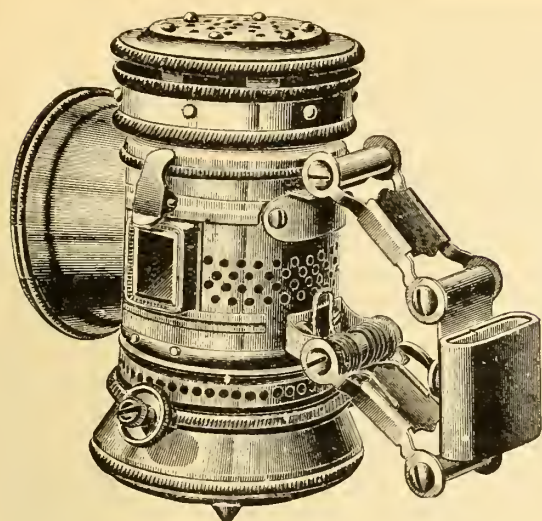
That is what they all say when they first mount a TRIBUNE. There is a reason for this, and they are right. Using good material will not alone make a good bicycle, there must also be fine and accurate workmanship; the bearings must be perfect, the chain must fit the sprockets, and all friction must be avoided. It takes time and costs money to build bicycles in this way, but they give the rider satisfaction. **TRIBUNES are built for the rider** and not for jobbing houses. Insist on having a TRIBUNE; there is not so much profit in it for the dealer but there is more value in it for you.

THINK IT OVER.

Catalogue Free.

Mention The Bearings.

The Black Mfg. Co., Erie, Pa.



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

*A Radical Change in
Lamp Construction...*

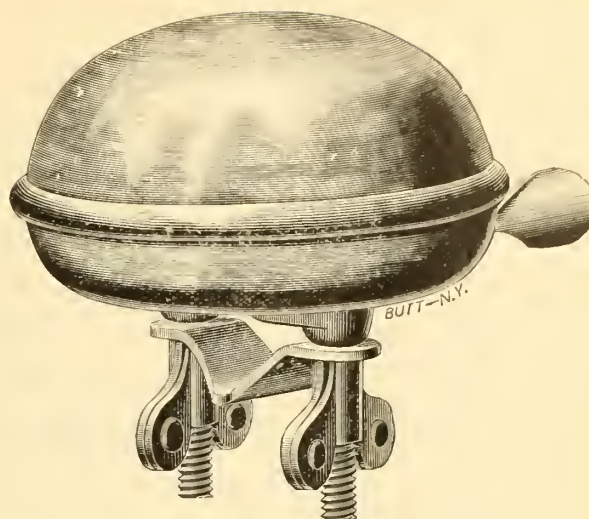
The only FIRST-CLASS Bicycle Lamp.

BRIDGEPORT BRASS CO.,

BRIDGEPORT, CONN.,

and . . .

19 Murray Street,
NEW YORK.



...THE...

"BRIDGEPORT."

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES.

Have you seen the

"VULCAN" Torch?

Indispensible to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

PUMPS



TO
GET
AIR--
AND GET
IT QUICK--

USE THE

**"G. & J."
PUMPS**

HAND OR FLOOR---WITH OR WITHOUT GAUGE.

TRADE PRICES ON APPLICATION.

UP TO THE **"G. & J."** STANDARD OF
EXCELLENCE

**LAMPS
SADDLES
TOOL BAGS**

PRICES
STYLES
QUALITY
VARIETY

TO SUIT THE MOST
FASTIDIOUS.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

BOSTON.

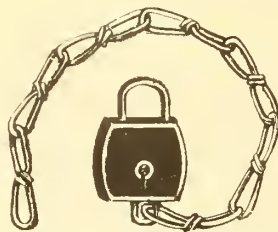
WASHINGTON.

NEW YORK.

COVENTRY, ENG.

Irene Cycle Locks.

One word is all we have to say.



COMPARE

Not only our price, but styles and quality of our

Bicycle Locks

We invite the test. We believe the judgment of hundreds during the past will be yours. Your orders solicited.

Agencies Wanted. Mention The Bearings

W. H. Dieffenbacher & Co.,
154-156 Lake St., CHICAGO.

FOR RIDERS

SPECIAL

THIS WEEK.

We will send to any address in the U. S. one pair

17 Oz. Racing Pedals, Price \$8.00

Rankins' New Toe Clips for Rat-trap Pedals, Price \$1.00

on receipt of Postal Note or Money order for \$5.00.

Boys, this is a good offer; take note of same, only good one week.



22 LB. "SPECIAL."

Ralph Temple Cycle Works

158 22d Street, CHICAGO.

N. B.—The "FAIR SAMPLE" will be mailed only on receipt of 10 cents postage. The number is limited.

Mention The Bearings.

OFFICE AND DEPOT

MANNESMANN

SEND FOR STOCK MEMO.

Cold Drawn Seamless Steel Tubing

Large Stock carried in Chicago.

The Only Weldless Steel Tubes with a Spiral Fibre.

MADE BY MANNESMANN TUBE COMPANY, LIMITED.

Manufacturers and Merchants Warehouse Co.

GENERAL WESTERN AGENTS.

10 to 24 West Water Street, CHICAGO.

West End Washington and Randolph Street Bridges.

Mention The Bearings

COLD ROLLED STEEL STRIPS for Rims, Chains, etc., "8" Cold Rolled Steel.

Hearsey and His Home.

Harry T. Hearsey, the Indianapolis dealer, filled in the quiet winter months by building a home for himself. It is a home such as any man of means might be proud of. Mr. Hearsey delights in steering his friends into his own corner—his "den" he calls it—and setting out the German beer mugs and the great, long-stemmed German pipes; then he will tell you all about it.

This is his room, and none of his pretty family, except, perchance, his fine-bred hunting-dog, and a great St. Bernard, that follows him about all the time, may intrude. From the prettily arranged parlors and dining-room, from the handsome, large hall, and from the "den," everything suggestive of cycling is excluded; not even a cycling paper is seen. In the bosom of his family, Harry T. Hearsey drops absolutely all thoughts of cycles and cycling, and of his great business. In the back yard are his dog kennels, his chicken coop and his garden; in the rear of a long grape arbor is his barn, in which are two fine horses. But no bicycle is there. He walks to the store. Hearsey, in private life, is not the Hearsey of business.

Largest Week on Record for M. & W.

Morgan & Wright, makers of the famous tire of that name, write under date of April 7: "Up to 12 o'clock noon today Morgan & Wright have made the largest week's shipments since they have been in the tire business. This hardly looks as if the output of bicycles was going to be small in '94."

Two Million Spokes Per Year.

H. D. Kelsey is in the west for the Excelsior Needle Works, of Torrington, Conn. This concern furnished the cycle manufacturing concerns of this country with a million spokes last season and will just double this figure the present season. Theirs is the justly celebrated cold-swaged spoke, and will stand a test of over one thousand pounds in the best grade. It was a spoke of the Excelsior make that stood a test of 1,160 pounds at the time the writer called to write up the Sterling Cycle Works factory at Chicago.

The Brooks Cyclometer Reduced to \$3.

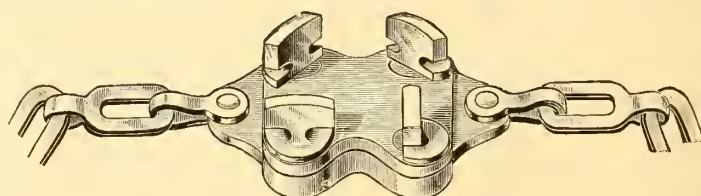
The Brooks Cyclometer, than which none has been more widely or favorably known, will, from this date, be sold for \$3 instead of \$5, the former price. If your dealer does not have them send to the Brooks Odometer Co., Lowell, Mass.

The Eclipse Bicycle Co. have turned out a new model ladies' wheel that is said to be a gem.

S. B. Call, of 229 Main street, Springfield, Mass., has issued an illustrated catalogue of athletic, bicycle, gymnasium, and theatrical goods that it would pay any wheelman to send a two-cent stamp for.

It is said that A. H. Overman is interested in a project to build a bicycle railroad from Holyoke to Springfield, Mass. A company has been formed to do this, and the president of the Overman Wheel Co. is said to be a stockholder.

GOODHUE CYCLE LOCK.



It is strong, has a business-like Chain, and is finished in full nickel.

PRICE, \$1.00.

GOOD DISCOUNT TO DEALERS.

Good for bicycle riders, traveling men and others. No two alike. Can be operated easily in the dark. Manufactured by

INDEPENDENT ELECTRIC CO., 39th St. and Stewart Ave., CHICAGO.

PARKHURST & WILKINSON, CHICAGO, General Western Agents.

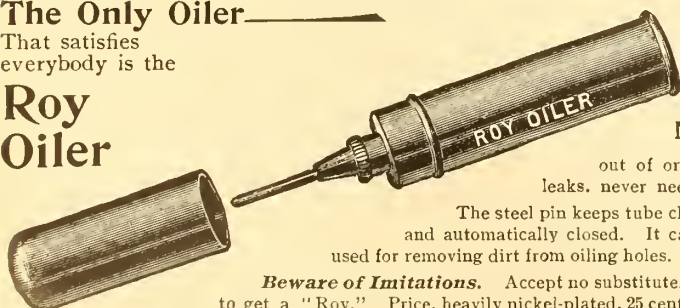
HOWARD A. SMITH & CO., NEWARK, N. J., Selling Agents.

Mention The Bearings

The Only Oiler

That satisfies everybody is the

Roy Oiler



3/4 SIZE.

NEVER

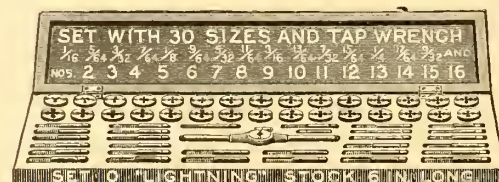
out of order, never leaks, never needs fixing.

The steel pin keeps tube clear of dirt and automatically closed. It can also be used for removing dirt from oiling holes.

Beware of Imitations. Accept no substitute. Be sure to get a "Roy." Price, heavily nickel-plated, 25 cents. Of all dealers, or mailed on receipt of price. Write for circular and trade prices. ROY OILER MFG. CO., 77 Warren Street, NEW YORK.

Ask Your Hardware Dealer for the

"LIGHTNING" SCREW PLATES, REAMERS, ETC.,



For bicycle work. The dies are adjustable for wear and have guides.

FINEST QUALITY and Largest Variety of Sizes.

WILEY & RUSSELL MFG. CO.,

Mention The Bearings

GREENFIELD, MASS., U. S. A.

Sunol BICYCLES

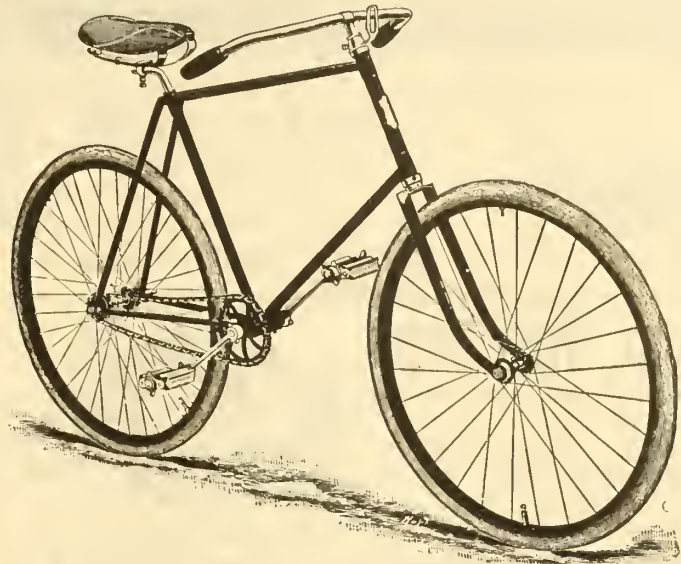
Have all Up-to-Date Improvements, Including

Patent Interchangeable Sprockets,

Rear Adjustment,

Narrow Tread,

Fitted with N. G. L. Detachable Tires



Write for terms to _____

The **McIntosh-Huntington Co., Cleveland, Ohio,**

Or to any of the following jobbers who handle them:

W. B. BELKNAP, Louisville, Ky., sole agent for southern states; BIGELOW & DOUSE, Boston, Mass., sole agents for New England; FARWELL, OZMUN, KIRK & CO., St. Paul, Minn., sole agents for northwestern states; PITTSBURGH CYCLE CO., Pittsburgh, Pa., sole agents for southwestern Pennsylvania; RICHARDS & CANOVER HARDWARE CO., Kansas City, Mo. sole agts. for Kansas, Oklahoma, Indian Territory and Southwest Missouri.

MENTION THE BEARINGS

MUST BE SOLD

300 26-inch Ladies' Bicycles

With cushion tires and full ball bearings. Formerly listing at \$60.00, now listing at \$30.00 with a liberal discount.

Fully Guaranteed.

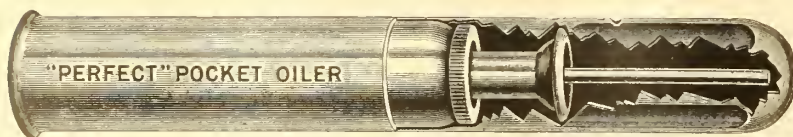
Write for prices to the

GENDRON IRON WHEEL CO.,
_____ **TOLEDO, OHIO.**

Mention The Bearings.



"PERFECT" POCKET OILER.



25c.

THE BEST OILER IN THE WORLD.

Full size.



Half Size.
15c.

STAR OILER THE NEXT BEST.

Oiler or Pump Holders. Price 25c. each.

CUSHMAN & DENISON, 172 9th Ave., N.Y.

MENTION THE BEARINGS

Rankin Toe Clips

FOR RUBBER OR RAT-TRAP PEDALS

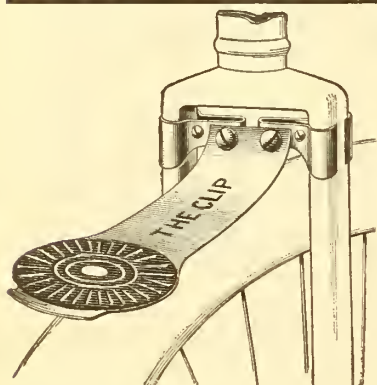
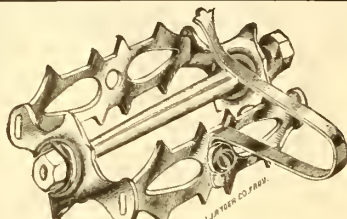
For Rubber Pedals, 50c. by mail.
For Rat-Trap Pedals, \$1 per pair, by mail.

DEALERS, WRITE FOR DISCOUNTS.

THE RANKIN TOE CLIP.

W. G. RANKIN, 124 MATHEWSON ST., PROVIDENCE, R.I.

Mention The Bearings.



WE MAKE NO BAD BRAKES.

The Clip

Is five and a half ounces of adjustable common sense. Cut explains it.

It's a new way of doing an old trick, that's all. Many people like the new way. Is the best good enough for you?

Price \$2.00.

THE CLIP COMPANY,

Mention The Bearings Warwick, N. Y.

...BICYCLE SUITS...

Send for Sample Card, Self-Measuring
Blanks and Prices.

NOBBY. CHEAP. STYLISH.

We make our

VAN SICKLEN SUIT

by the thousand and sell them all over
the United States.

DEALERS: Here is your chance.

WE FIT OUT CLUBS.



THE NEW "VAN SICKLEN" SUIT.
OUR LATEST - OUR BEST

CYRUS W. BARR MFG. CO.,

287 Wabash Ave., CHICAGO.

Mention The Bearings.

Transportation to Denver.

A general impression seems to prevail among wheelmen that the L. A. W. meet at Denver will not be attended by many eastern members, owing to the great expense of railroad fare and the long distance to be traveled. This feature of the expense is not in accordance with the facts. Denver is a distance, but a jolly party traveling in sleeping and dining cars, attached to a through train over the Fitchburg, West Shore, Nickel Plate, and Rock Island Route, would find it many hours nearer, and at a rate much below what one would spend on a week's outing. The cars will be chartered exclusively for wheelmen, and the rate will include berth and meals both ways. The attendance of a large eastern delegation is assured, inasmuch as this cheap, but still first-class excursion, will make it possible for all to get out to this very exhilarating and beautiful country.

A Promising Youngster.

McKee & Harrington are very proud of a letter received from George Weed, of Stamford, Conn. Mr. Weed writes that his son recently broke the road record between New York and Stamford (32 1-8 miles) by sixteen minutes. His time was 2:21:00 and he broke the record made by C. F. Seeley in last year's relay. Young Weed's mount was a Lyndhurst that had been ridden 5,000 miles. Mr. Weed adds that he has seven wheels of various makes which have cost him more than \$10 apiece to keep in repair, and which have not been ridden half as far as the Lyndhurst. The only repairs he has had to make on this wheel have cost him \$7. He ran into an open sewer with the wheel on a dark night, which necessitated some few repairs.

A Substitute for Toe Clips.

Last year many of the racing men experimented with rubber bands for holding their feet to the pedals. They found them very satisfactory, and this year there promises to be quite a demand for them. To meet this the Cycle Specialty Co., of Niles, Mich., have put upon the market a neat pair of "racing bands," which sell for 15 cents a pair.

The "Munger," \$150.

The Munger Cycle Co. write that their Buffalo agent has not been authorized to advertise the Munger at \$115. These wheels list at \$150, and this price will be maintained throughout the season, Munger agents will be protected.

TRADE PICKUPS.

H. A. Lozier is calling on his agents in Cincinnati, Louisville, Indianapolis, St. Louis, Chicago, and Quincy, Ill.

The Gendron Iron Wheel Co. are supplying S. Toomey & Co., the sulky manufacturers, with wheels and tires.

W. H. Wilhelm & Co. have been obliged to enlarge their plant, and are now working 100 men fourteen hours a day.

Hay & Willits gave their annual spring opening, at Indianapolis, last Saturday night. The store was gayly decorated, and was crowded during the entire evening.

J. Snell, an Australian, has ridden from Adelaide to Melbourne—a distance of 589 miles—in 3 days, 5 hours, 42 minutes, eighteen hours better than the previous records.

G. G. Brandenburg, patentee of the pedal bearing his name, is canvassing the west for Parkhurst & Wilkinson. He carries with him over 250 pounds of samples, including every part of a wheel.

L. D. Munger accompanied the Zig Zag C. C., of Indianapolis, on its run to Franklin, a distance of twenty-two miles over hills, Birdie riding a twelve and one-half-pound Munger without any mishap.

The firm of Hand & Van Kleeck, at Scranton, Pa., has been dissolved, and Fred C. Hand will continue the business, handling Columbias, Cleve-lands, Stearns, Hartfords, Hickorys, Waverleys, and other wheels.

Hay & Willits are doing an immense business with their Cyclone pump. This is a very powerful pump, with a universal connection. The air once forced into the air tube will never recede into the body of the pump again.

The Syracuse Cycle Co. have found their present location quite inadequate for their needs. Consequently they are now preparing to move into their new factory in June, a large and extensive plant, equipped in the most improved manner.

The Overman Wheel Co. are compelled to run night and day, employing two sets of men. With the facilities of their three great factories, and this double-time system, they are still unable to keep pace with orders, which are in excess of the supply.

J. H. Climo, of the Cleveland Machine Screw Co., was a Chicago visitor last week. He says that the factory has been running twelve hours per day since last fall. This company have had no men on the road this year, and are doing a splendid business.

The Premier Cycle Co. have authorized their numerous agents to sell 1894 Helical roadsters and ladies' wheels at the standard price, \$125. They are selling large numbers of these wheels, and are working overtime to fill orders for the special Helicals, running from nineteen to twenty-six pounds. They turn out a guaranteed road Premier of marvelous stiffness at twenty-two pounds weight.

THE BEARINGS

Vol IX
No 13

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, APRIL 27, 1894.

FIVE THOUSAND TURNED OUT.

Boston Wheelmen Celebrate Patriots' Day on a Grand Scale—Clark Makes a Good Showing.

BOSTON, MASS., April 21.—At last Boston has seen some good weather. All the week it has been gradually moderating until today the weather is as warm and muggy as it was cold and bitter last week. The big event of the week was the formal opening of the season—Patriots' Day, April 19. The morning broke chilly and cloudy, but as the day wore on the sun came out brightly, and a more ideal day for wheeling could not have been thought of. The roads were in excellent condition, and the air was cool enough to invigorate, but not so cool as to make the riders stiff. It is safe to say that no celebration ever drew together so many wheels as did this one. Lexington and Concord, those two pretty little towns situated ten and sixteen miles respectively from Boston, were jammed all day long with a crowd of cyclists that surpassed any previous gathering of a similar nature, even in the history which is remembered by the oldest inhabitant.

There Were Fully 5,000 Wheels in both Places,

scattered over the green, spread on the banks, and even piled up on the steps of the houses. Not one has been reported stolen as yet. The only club that received an official recognition in the observances of the day was the Massachusetts Bicycle Club, which remembered the heritage which its name is significant of, and celebrated elaborately. Setting the ball rolling last year with the famous ride over the Paul Revere course, the members varied the programme this year by riding over the course taken by the British forces in their ride to Concord.

The night before, they had a celebration of a patriotic nature, with an illustrated lecture on the route to be ridden over the next day. It showed all the houses still existent on the route, which have in any way been connected with the revolution and

The Great Scenes of 119 Years Ago.

Every site on the road was also marked out and thrown on the screen.

At 7 o'clock the first party left the clubhouse to go over the road to Concord. This was the slow crowd and it had about one hundred riders in it. The fast crowd very small; only about twenty—started 15 minutes later, and caught the others at Arlington. The club turned out in large numbers and every one was dressed in his natty blue uniform. All along the route the pedestrians applauded the appearance of the club; and indeed it was very fine. Said one of the travelers for one of the large wheel houses, "I have been pretty nearly everywhere in this country where there are large and successful bicycle clubs, but never have I seen any such turnout as this one. It does beat anything I ever saw." The committee in charge of the event has furnished to all the historic houses a placard bearing the original date of the battle. A number of guests, specially invited by the club, were placed in the very rear rank, where they got all the dust and where they figured in the minds of the lookers-on as the rag-tag, and bob-tail. They were much disgusted and finally most of them dropped out. They say they will never ride again with the Massachusetts Club, on any account. But that is

One of the Few Unpleasant Incidents of a Glorious Day.

Arrived at the Monroe station, about a mile from the famous village green, the command of 125 riders was halted by the side of the road and there awaited the governor. He came on the train and was escorted to the church where the exercises were held by a guard composed of the Massachusetts Club. The others fell in behind and there was a long and notable procession.

A man living in East Lexington says that he counted the wheels that went by his house in twenty minutes and there were just a few less than 1,100. This would make about fifty-five wheels a minute.

When the Massachusetts Club arrived in Lexington, and after it had escorted the governor to the church, it pressed on to Concord to see the great sham fight there. After dinner it participated in the procession, and went down the road to meet the governor. When it met him it sent some outriders to announce to the waiting troops that the chief executive was coming. Then it acted as a body guard for him to the church in Concord where they left him.

They returned home by moonlight. All the clubs of the vicinity ran to Lexington and Concord, and it was a very notable day.

About a dozen wheelwomen were noted during the day who wore bloomers. They made a modest and pretty appearance, and were well received and commented on everywhere.

The Dedham Cycle Club Held Some Road Races

in the afternoon, which were witnessed by over 5,000 people. They were very well contested. The first one was a two-mile open. James P. Clark took first prize, and won it against such men as Wettergreen, McDuffee, and Dan Connelley. He made the two miles in 6:47. Tommy Clark won the second race, an event for boys. He made the mile in 3:31 4-5. The last event was a ten-mile handicap, and it was won by a dark horse, Nat Butler, of Cambridgeport. His handicap was 2:20, and he won the race in the time of 33:17. Clark won time from scratch, but finished twenty-eight.

Secretary Bassett is back from Chicago, but he is not saying a great deal. He is pretty well bunged up, to use a vulgarism, and he says that he doesn't know when he is going there to live.

The new editor of *Good Roads* says that if the subscriptions come in as fast as they are doing now, the magazine will pay for itself at the end of the year. They are coming in in very large numbers, considering that nobody knows just what the new magazine will be. There never was a greater transformation than the office of Mr. Elliott from a week or so ago. Then everything was piled high and confusion reigned supreme. Now all the cuts are sorted, the back numbers are handily, and conveniently sorted and filed, and everything is shipshape and in excellent order. He is confident that the magazine will boom, and that it has a great future before it.

Unemployed to be Given Work on the Roads.

IRONWOOD, MICH., April 23.—The workingmen in this section have hit upon a practical way of bettering the hard times. The unemployed miners of Ironwood and their sympathizers congregated this morning, preparing to march to Bessemer, the county seat of Gogebic County, to use their influence with the county board of supervisors in favor of adopting a county road system, and bonding the county in the sum of \$75,000 for that purpose, thus furnishing work to the idle men. The newly appointed city marshal, Andy Byrne, raised sufficient money among the business men to transport 700 miners to the county seat. When the men first assembled it was intended to proceed to Bessemer with a fife and drum corps and banners of rather incendiary nature. It was the intention to have an effigy suspended from a pole to be labeled "Supervisors: Death to Traitors." The men did not intend violence, but it was their intention, in the event of the defeat of the bonding scheme, to hang in effigy all the supervisors who voted against it and later burn them. Cooler counsel prevailed, and the 700 men proceeded to the county seat in a very orderly manner. At Bessemer they were met by 300 men with the stars and stripes in front of them, and a banner announcing, "We Favor the County Road System." The thousand men proceeded to the courthouse, but not over a third of the assemblage were able to gain admission. The supervisors immediately adopted the bonding and good roads scheme by a vote of sixteen to two amid loud and prolonged cheering from the people present. The bonding proposition was objected to principally by the agents of some of the big companies that received land grants in this section.

Bliss and Dirnberger Start for California.

Bliss and Dirnberger, accompanied by Manager Atkins and Trainers Schaefer and Lyman, left Chicago last Sunday night for San Francisco. They will go into training at once, and may ride at the Midwinter Fair races. From 'Frisco they jump to Waltham for the Decoration Day meet.

Sheridan Will Referee.

R. D. Garden has notified the Associated Cycling Clubs that he will not be able to referee the Chicago road race, much as he would like to, as he will be unable to get away from Hartford. Thomas F. Sheridan has been appointed in his place. Entry blanks are out for the road race and may be had upon application at this office.

A new twelve-hour tandem record has been created by Corre and Bon-hours at Paris. They rode 284 1-4 miles in that time.

WISCONSIN'S ACTIVITY.

All of the Small Cities Waking Up—New Clubs Organized and Road Races Planned.

MILWAUKEE, Wis., April 24.—The season in Wisconsin has opened. Great activity is reported everywhere in the state, and, as for the City of Milwaukee, it is as lively, from a cycling standpoint, as it was during the season last year when the sport was at its height. The fever here has again seized the town, and hard times do not seem to have had much effect on the riders. Those who sold their machines last fall are buying new ones and will all be in the swim again this summer.

In the state the same conditions prevail and everything is booming. At Oshkosh a local war has sprung up—a sure sign that the sport is not dead. The fight is over the appointment of Local Consul Higgins. It appears that last year the members of the L. A. W. at Oshkosh remitted their dues to Mr. Higgins, who forwarded them to Milwaukee. It seems that a number of the letters sent by Mr. Higgins were stolen while enroute to Milwaukee. Mail robbers in this city were numerous last year, and now that the thief has been caught, it is estimated that over 3,000 letters were stolen. The losing of the letters caused dissatisfaction among some of the Oshkosh wheelmen, and when Mr. Higgins was reappointed this year

Two Factions Sprung Up in the Sawdust Town.

Secretary Rotier, of the Wisconsin division, will go to Oshkosh and settle the trouble.

Green Bay is booming and now has about two hundred riders, of which there are twenty-five lady riders. The wheelmen of Green Bay are now planning to run a relay race between Green Bay and Fond du Lac. Such a race was held last year and proved very popular. Appleton wheelmen are also rapidly increasing in membership. The riders are planning to run a road race between that place and Medina; Menominee and Marinette are also arranging a road race to be run on May 30. Burlington has organized a club, and from now on cycling will be promoted more than ever. At Clintonville a club has also been organized.

Ripon Is Booming of Course.

The boys will have a great time this year. They will have their hands full, if all things are to be properly attended to. But that will be done without a doubt. Besides having the annual state meet, the boys have secured several dates on the national circuit. The entire town is taking an interest in the coming events, and those who attend the races can rest assured that a good time will be had. For reference apply to those who attended the state meet there last year. Eau Claire is busy arranging its road race to be run to Chippewa Falls.

The time limit in the Waukesha road race will not be thirteen minutes this year as was the case last year. It will be cut down to ten, and possibly to nine. The winner of the race this year will not be one with a big handicap, but the chances are that some of the scratch men, or two or three minute men may come in first. Every time, so far, the Waukesha races have been captured by riders very close to the time limit. Last year showed that the fast men had no show at winning the race and therefore the wheelmen have decided to cut down the time, and give all a more equal show.

The members of the Associated Cycling Clubs of this city

Will Decorate the Graves of the Dead Veterans

at the Soldiers' home on May 30. The riders will proceed to the home from the city on their wheels, all of which will be handsomely decorated with flags. Each rider will carry flowers for the graves of the soldiers. At the home a meeting will be held at which several addresses will be made.

Terry Andrae, formerly champion of this city, will train for the track this year. During the past few years Terry has not done any track work. Along in the 80's there was nothing in the city that could get away from him. Since the safeties came out he has been too busy at his father's factory to pay much attention to racing.

NEWS FROM NEW YORK.

NEW YORK, April 23.—The most notable event during the past week has been the departure of Zimmerman for Paris. He left this city on the steamer New York for Southampton last Wednesday, accompanied by George A. Banker, B. W. Troy and wife, and will be safe at his journey's end before this appears in print.

The fourth annual meeting of the Cutler School Athletic Association, was held last Friday afternoon at Berkeley Oval, and was very largely attended. Several of the boys give promise of developing into crack-a-jacks, although the cycle racing was rather tame. The one-mile bicycle event was won by I. A. Powell; J. T. Williams was second, and W. H. Fearing, Jr., third. Time, 3:07 2-5.

Regarding the champion for 1894, the following opinions seem to fill the bill: George C. Smith says, Tyler; Carl Von Lengerke, thinks Sanger; Jimmy said it would be close between the two, although "Charley" Murphy was not out of it by any means; Banker looks to Johnson, while other opinions sifted down give the same general predictions; no overwhelming favorite seems to have been picked and all of them have overlooked a man who is apt to show them all the way this season. That man is none other than W. F. Murphy. "Billy," is riding wonderfully fast, and he has been training conscientiously for over six weeks, preparatory to leaving for France. One day last week, Murphy covered twenty-five miles in the phenomenal time of 1:08:00. This is authentic and only shows the form into which he is getting. For weeks and weeks he has either been out on the road, up and down hill, or

else indoors mounted on his home-trainer, pedaling away at a merry gait.

John Backus, Zimmerman's "Dark Secret" is going to Paris. Arthur hurt his feelings when he went away without him, and ever since the day of sailing, Backus has been saving his money, preparatory to leaving America and joining Jimmy. So far he has saved \$4.20, and asserts that he will be in Paris, by June 17, when Zim rides his first race, or die in the attempt.

Another large crowd of spectators gathered last Saturday at Berkeley Oval to witness the games and athletic events of the Columbia Grammar School Athletic Association. Close finishes and fast time marked nearly all the events, which were all exciting. In the bicycle race, George Ruppert, son of the millionaire brewer, practically made a new record for a mile. He rode the distance in 2:34 1-2, whereas the best previous inter-scholastic time was 2:51. The result of the one-mile event was: Ruppert, first; T. D. Downing, second; P. G. Downing, third.

The council of the University of the City of New York, at a recent meeting, established an athletic field on the new grounds of the university, which will be called Ohio Field, in honor of the gifts of several citizens of New York, who were formerly residents of Ohio. It will cost \$50,000, and when completed, the grounds will be the best in the world, it is claimed. The location is in the extreme upper New York, on the banks of the Harlem river. The grounds will be 300 x 600 feet, and an excellent quarter-mile track will be laid soon. Statues of classic athletes will be placed in various parts of the grounds, representing such men as Ajax, Hercules, and Apollo.

The thirteenth annual race meet of the Kings County Wheelmen, of Brooklyn, will be given on June 30, on the half-mile trotting track belonging to the Parkway Driving Club. It is located on King's highway and Ocean boulevard, and is easily reached by way of several railroads. The track, which is very fast, will be in better condition than ever before for the meet and as there are no sharp turns or corners, the racing, aside from being exciting, will be safe. Valuable prizes will be offered, as is the custom of the club. The accommodations of both the public and competitors will be of the best and will be carefully looked after. A larger attendance than has ever been the case before, is looked forward to, on account of the talent which is booked to appear.

Word comes from Charleston, S. C., that on April 19, in that city, during a contest between John S. Prince, "champion bicycle rider of the world," and a well-known local race horse, Bloomfield, the latter stumbled and fell breaking his leg, when over a mile in the lead. The race, which was for twenty miles, was, of course, won by the "champion."

Charlie Schwalbach has been labeled commissioner. In a short time he will be holding down the proud title of police commissioner of Flatbush. The vacancy was caused by the death of W. H. Lynam, some weeks ago. Charlie is a prominent man in politics hereabouts, being well up in the Regular Democratic Association, and worked hard for the success of the town ticket last election.

The Kings County Wheelmen will waive initiation fee for three months, in order that the membership roll may become larger. Undoubtedly the boom which this club will experience under the new rule will be something to open the eyes of the natives.

The L. A. W. Executive Committee have called a meeting to occur next Saturday in Boston. The matter of good roads and transportation will receive attention.

RACING BOARD MATTERS.

Sanction has been granted the Clinton Lancaster Athletic Association, Clinton, Mass., to run a special relay race, under special rules on June 2.

The Lafayette Band, composed chiefly of cyclers, has been awarded the open date of July 30 on the national circuit, at Lafayette, Ind.

The Maryland Bicycle Club's dates on the circuit have been changed to September 25, and 26, instead of September 26, and 27.

Messrs. C. J. Evans, Roanoke, chairman; N. Levy, Portsmouth; J. W. Montague, Norfolk, are named as state racing board for Virginia.

Sanctions granted: July 4, Washington Wheelmen, Berkeley Oval, N. Y.; July 30, Military Band, Lafayette, Ind.; September 3, Union County Roadsters, Rahway, N. J.; May 30, Burlington County Agricultural Society, Smithville, N. J.; May 1, Y. M. C. A., San Jose, Cal.; April 14, Los Angeles, Wheelmen, Los Angeles, Cal.; May 30, Los Angeles Athletic Club, Los Angeles, Cal.; May 5, Olympic Club Wheelmen, San Francisco, Cal.; September 3, Pueblo Rovers and Athletic Club, Pueblo, Colo.; May 11, Massachusetts Institute of Technology Athletic Club, Boston, Mass.; June 2, Clinton Lancaster Athletic Association, Clinton, Mass.; April 25, G. R. B. Wade, Yale Association, New Haven, Conn.; May 9, Atlanta Racing Association, Atlanta, Ga.; June 30, Dayton Bicycle Club, Dayton, O.; April 28, Mission Athletic Club, San Antonio, Tex.; May 30, Columbus Cycling Club, Columbus, O.; September 3, Columbus Cycling Club, Columbus, O.; September 4, Columbus Cycling Club, Columbus, O.; June 15, 16, Owensboro Wheel Club, Owensboro, Ky.; July 4, Quaker City Wheelmen, Philadelphia, Pa.; May 31, Jolly Social Club, Washington, D. C.; July 4, Taylor Hose Co., Meadville, Pa.; July 4, Crescent Cycle Club, Titusville, Pa.; April 28, Pennsylvania State College, State College, Pa.; May 5, Pennsylvania State College, State College, Pa.; May 30, Johnstown Cycle Club, Johnstown, Pa.

H. E. RAYMOND.

Martin Wins a Race.

Martin, the American professional, at present in Paris, defeated Lambrecht, the Frenchman, in a 100-kilometer race. The prize was \$200 and a banquet.

FROM OVER THE SEA.

Some Dissatisfaction Over the Action of the N. C. U. Council—Wheeler Will Race in England.

LONDON, April 7.—Dissatisfaction has been expressed by one journal at the action of the N. C. U. Council last Saturday in passing a rule that "no rider whose application for a license has been refused by the Union, or who, having held a license, has not applied for a renewal thereof, shall be permitted to compete in any amateur race, open, local, or club." This rule is stated to be an infringement of the unwritten law against Union interference with club races. I may say, however, that there is no intention on the part of the Union to interfere with club events, saving in very exceptional circumstances. The rule was passed to cover the cases of exceptionally good riders who might be refused licenses as amateurs, and whose clubs might organize races for their special benefit at so-called club meetings. This was actually done last season by a Newcastle club, A. C. Edwards being the rider so provided for.

Both the Walthamston and Southgate track schemes have completely hung fire, and there is now no prospect of anything being done in time for this season's racing. The Essex Cycle Union has raised the hopes of north London racing men in vain.

The International Race, England vs. France,

announced for May 5, at the Catford racing festival at Herne Hill, is exciting much interest. Now that some of the best English riders are excluded from the amateur ranks they will be able to meet the French cracks on equal terms, and whichever team wins, its reception will be enthusiastic. Besides this event the Catford have the mile open for professionals, for specially valuable prizes, which have been sanctioned by the Union. Harry Wheeler will compete in this event. Altogether it may be assumed that May 5 will see the commencement of the new professional racing in this country, under the most favorable auspices.

London racing will open next Saturday at the Essex Cycling Union's meeting at Kensal Rise, where all the first prizes will consist of 18-carat gold lever watches.

Rational dress continues to hold a prominent place among the topics of the hour. This week a well-known London tailor took

Thirteen Orders for Rational Costumes.

There must now be at least fifty ladies wearing the new costume in London alone—probably many more.

The Society of Cyclers held their third annual spring dinner at the Holborn restaurant last evening. Sir Benjamin Ward Richardson presided and Col. A. R. Savile, C. W. Nairn, Professor Hughes, J. S. Wharton, Dr. T. Cook, and other well-known cyclists were present, together with a number of ladies. In response to the toast of "The Ladies," Miss Lillias Campbell Davidson made an interesting speech, alluding to the improved prospects of cycling for ladies now that the reformed dress was *un fait accompli*.

The Recent General Meeting of the Touring Club

at Leeds was wretchedly attended, only thirty of the 15,000 members putting in an appearance. The motion in favor of co-operation in the purchase of cycles by members was lost, chiefly owing to the strong opposition of Messrs. Sturmev and Gurney. There was considerable talk about the amalgamation of the club with the National Cyclists' Union. The latter has immense strength and energy, and but little funds. The C. T. C., on the other hand, possesses a substantial reserve fund, but is in an almost lifeless condition.

C. W. HARTUNG.

WALLER AND HIS MEDALS.

The eight-day race at the winter track in Paris destroyed many of the hopes of some of the racing men, as well as spectators. The most cruel blow was dealt to Frank Waller, which was only aggravated by the American's air of superiority that he wore when he first appeared, and which was soon after turned to confusion.

To make the eight-day race more interesting the management had

secured the two Americans,—Waller and Ashinger. The day before the start of the race a tall man, with a bronze face, ornamented with long mustache, was seen upon the track. He wore light pantaloons, a vest the color of *cafe au lait*, quilted with deep lines, and edged with wide black binding. He also wore a racing cap. The most curious part of this eccentric toilette was the vest covered with a constellation of medals, souvenirs of prizes won in races, according to the style adopted in certain countries and only worn in France by the mountebanks. It was Waller.

He walked around slowly, with another gentleman, proud as a cock, strutting under the gaze of the spectators, and with the air of a conqueror who deigned to come into a new country to gather fresh laurels.

Medinger soon followed, dressed in an ordinary business suit, and passed Waller. He was introduced, and said he could talk French or English. He shook hands with the American and pointing to the medals said: "I would need two chests and two backs to carry all the medals I have won."

Waller did not know who Medinger was, but thought by his gesture that he was speaking to him and said, "What does he say?"

Then Medinger turned to him, and with a smile, said in English: "I say that I want two chests and two backs to carry all mine."

Waller, who probably expected his new friend to say something else, remained mute, not knowing whether Medinger was in earnest or making fun of him. Medinger turned upon his heel and walked away.

After the first moment of surprise, Waller asked who the man was.

"Medinger," answered his friend.

The next day the eight-day race commenced, Waller appeared upon the track clothed in black from head to foot, his loins covered with the American colors in silk, the N. Y. A. C. emblem on his chest, similar to the one worn by Zimmerman. This was, however, the only point of resemblance between Waller and his celebrated countryman, for his sporting qualities contrasted strangely with those of Zimmerman. In fact, during the first hour, with the confidence of a sure winner, he placed himself at the head, back of the pacemaker, and when the pacing was slow, he took the lead with a superb air, like a colonel at the head of his regiment.

He soon had enough of this little play, and at the beginning of the second hour fell back, and was soon in the rear, then he went slower, was lapped, and finally abandoned the track ex-

hausted, played out by the infernal pace of the other men. Coming over to France to win the eight-day race, he stopped at the end of two hours. Waller was eclipsed quickly and he was not seen for some time. When he returned he filled the modest role of pacemaker.

Some days afterward Waller appeared again in his loud costume of the first day, with the addition of a large felt hat with a wide brim and, excepting the hair, it gave him the false air of Cody, of comical memory. There was also an important change, he wore no medals on his vest. He had left them at his house, finding when it was too late, that to astonish the people, he must wear his hardware somewhere else than in France.—*La Bicyclette*.

Training at Springfield.

SPRINGFIELD, MASS., April 23.—Taxis and Kennedy started to train on the track last week, and are now doing work regularly. They have been doing gymnasium work for the last two weeks. Kendrick, of Philadelphia, is now under Culver's charge and will train for Class A races. Fred C. Graves has placed himself under Leeming and will devote his attention to road racing. He will ride for the Overman Wheel Co.

A Millionaire Cyclist Nearly Killed.

James S. Hudson, a prominent Denver capitalist and mine owner, was run over and nearly killed recently. He was learning to ride a bicycle and when rounding a corner ran in to a team of horses attached to a loaded hack. The horses trampled on him, and one of the heavy wheels passed over his chest. His skull was fractured and he sustained severe internal injuries.



HE PAID A DOLLAR ON HIS CYCLE—
AND THINKS HE'LL DO SOME RACING VAST
ASSERTING HE WILL OUTRUN OTHERS
FOR A DOLLAR GOES SO FAST

CHARLES H. H.

THE BEARINGS
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GEO. K. BARRETT, EDITOR.

"THE BEARINGS" IN FRANCE.

There will be great doings in cycling in France the coming summer and fall. The best riders of England, along with our own Zimmerman, Wheeler, Banker and other speedy Americans will be among the contestants in the French professional races. "The Bearings," abreast of the times as usual, has arranged for special representation. On Saturday next J. M. Erwin sails for France as special correspondent for "The Bearings." Mr. Erwin will be remembered by "Bearings" readers as the author of the "Johnson's Corners" sketches. For some time past he has been employed on the "Chicago Record," which position he left to accept "The Bearings" commission.

PROFESSIONALISM COMING.

Nothing has awakened so much interest in a long time as the desertion of the amateur ranks by Zimmerman. It has been almost the sole topic of cyclists, and the cycling press for the past few weeks. Now that he has finally decided to become an out-and-out professional, there seems to be but one opinion as to the course that he has adopted, viz., that it was a judicious step. He has been commended, and banqueted, and told that he was a sensible boy.

Had he taken the same step a year ago the cycling public would have held up its hands in holy horror; would have declared it a public calamity; would have vowed that Zim was pursuing a suicidal course. What makes the difference? Is professionalism better today than it was a year ago? Yes, and no. There is nothing so dreadful about professionalism, if it is the right kind of professionalism. The trouble is, we were treated to a sample of the wrong kind, some years ago—the kind that includes fakirs, fixed races, and all sorts of disgusting hippodromes. It was professionalism with no government. It has taken a long time to persuade the public that this is not the only kind of professionalism; but the public is beginning to realize that a man may ride for \$100, and be just as much a gentleman as if he rode for a prize of the same value.

And what does it all mean? It means that we are coming nearer and nearer an era of professionalism; that, before long, professional bicycle riding will be as well established as horse racing. That time has already come in France, and it is bound to come in this country sooner than even the most knowing dare predict, but it is coming and coming rapidly. The fact that the great Zimmerman has led the way will make it all the easier for others to follow. Already Banker, Crooks, and W. F. Murphy have decided to follow his lead. Add to this list the names of Ashinger, Waller, Price, Wheeler, and a score of other men who can ride close to record time, and we have a list of American professionals that is bound to push professionalism to the front.

COLORS ARE THE THING

Over a year ago THE BEARINGS began agitation in favor of the adoption of distinctive racing colors by racing men. It kept at the matter

persistently until a number of the more prominent riders adopted our suggestion, and always appeared on the track in their own colors. This much accomplished, the public and the members of the Racing Board realized the advantages that would result from a more general adoption of the scheme. In the new rules of the Board there appears a provision for the registration of colors by racing men. Already the list has reached the very respectable proportion of thirty odd names, and more are coming in daily. It behooves those men who selected their colors last season to register them without delay as the first to claim any combination is entitled to that combination, whether or not some other rider has worn them previously. It would be disagreeable for "Pinky" Bliss, for example, to find, when he came to register his favorite pink, that some rider in Podunk had selected the same color, and that the country cousin was, alone, entitled to ride in it.

Among the more prominent riders who have already registered their colors are: G. L. Gary, W. W. Taxis, E. C. Bode, A. D. Kennedy, G. A. Banker, A. N. French, Gus. Steele, and George F. Taylor.

STRAY SHOTS.

Good Advice to Racing Men.

R. J. Mecedry, editor of *The Cycle*, and one of the oldest racing men across the water, gives the following advice to novices: Always ride with your front wheel slightly outside the driving wheel of the man in front. If he slows suddenly this will enable you to escape a collision. If you ride inside a man's driving wheel you are powerless in case a man from behind spurts in front, and if the man in front cuts a corner very close you may be bored on to the grass or collide with him. Never look round; it is a most dangerous habit and serves no good end. Either listen for the rush of your opponent's wheel with your head slightly bent, or look back under your arm. When the sun is on your back look out for their shadows. This will, as a rule, give you timely notice of a sudden rush. Never slacken once you turn in to the finishing straight. When one eases in one's spurt, especially at the end of a hard-run race, it takes time to get going again, and under such circumstances a rush from behind is almost irresistible. When hard pressed remember that your opponent is probably quite as much done as you are. It then becomes a matter of pluck; the man with the biggest heart will win. No man can attain great racing distinction without pluck. When a man is passing you keep a careful watch. Riders are very apt through carelessness to cross too soon, and unless on your guard you will find it difficult to avoid a collision. If a man deliberately bores or fouls you it is your duty to report him, and the chivalrous feeling which prevents so many racing men from taking this course is misplaced. When in second position approaching the last corner you should not allow the leader to slow too much, or some one from behind may come with a rush and not only take your position before you can jump into your sprint but draw others with him and effectually pocket you. Don't back pedal at a corner. It will upset your steering, and it is much easier to get round pedaling, especially if you work the right or outside leg the hardest. If the corner is a really bad one it often pays by a sudden rush to start the men in front, sprinting some sixty or seventy yards from it, then slow slightly, drop back and as they swing wide sprint by on the inside. Nothing takes the pace off a machine and the go out of a rider so much as to bungle a corner. We have seen a man who carried out this dodge successfully get a twenty-yards' lead before the men who had been leading him an instant before could get going again to catch him.

A Cycling Family.

One of the largest families of cyclists in this country, or any other, is that of Alfred Coningsly, of Brooklyn. Mr. Coningsly is a jolly Englishman, and, as he puts it, "A bit of a traveler." He undoubtedly has covered territory in the east, judging from the birthplaces of his many children. All told, there are Mr. and Mrs. Coningsly, four boys, Fred, Robert, Alfred, and James; the same number of girls, Beatrice,—and as Mr. Coningsly says: "Doggoned, if I don't forget what the others are named! Any way there are ten of us altogether, not to speak of Fred's wife and the baby, who is only six months old, yet a cyclist, inasmuch as his father takes him out riding quite frequently, in a child's seat. Between the eleven of us, we use two Columbias, three Victors, one Rambler, two Spaldings, and three Western Wheel Works' machines."

On one occasion the entire family went out for a ride on the boulevard in Brooklyn. Next day the Brooklyn leading daily had a report of a cycle parade.

Thinks Zimmerman Will be Beaten.

"Choppy" Warburton has been over to England from France, and to hear him talk one would scarcely believe there were any men who could ride fast with the exception of Frenchmen, says *British Sport*. "Mark my words," says "Choppy," "if Zimmerman does come over to France, he is sure to be beaten the first time he rides. They are riders in France, properly trained, and capable of doing some performances which people don't feel inclined to give them credit for. When I went there, I was by no means prepared to see the really good men they have, and in comparison with the riders Zimmerman has hitherto met the Frenchmen stand head and shoulders higher in class. Should Shorland ride against some of the French professionals, you'll see what he'll do. Why, there are three or four Frenchmen who can beat him, and beat him easily."

QUAKERS WILL RUN A BIG CENTURY.

PHILADELPHIA, PA., April 22.—The outlook for another century run from Newark, N. J., to this city was decidedly gloomy this day a week ago, but since then one or two local organizations have taken the hint dropped by the local press, and it now looks as if at least one of them would be successful in their efforts to have the annual run in June. The Time Wheelmen, who have had some very successful runs of their own, and who are always on the alert to promote anything that will be of some good to wheelmen, decided last week that they would issue a call for a meeting, to which the representatives of all the local clubs would be invited, when an organization of some kind, which shall have for its object, the perpetuation of the century run, could be formed. Accordingly Captain Cain issued the invitations, and the meeting at the clubhouse tomorrow night promises to be well attended. The scheme is a feasible one, and should receive the earnest support of the wheelmen of this city and vicinity. Of late years this run has been an important fixture and has always been well attended. The affair originated out of a ride taken by a dozen or less enthusiasts several years ago, who made the ride when century survivors were great men and there were few of them at that. The attendance has increased yearly, until last season over six hundred men survived the run.

First prize has always been captured by the Century Wheelmen, who

The Bicycle Mirror.

The bouquetholder now has a companion. It is the bicycle mirror, by which the rider can see what is going on behind him. The attachment consists of a yoke-shape or arch-bar fastened on to the handle-bar of the bicycle by means of two clamps, and supporting a mirror, which is hinged to a V-shaped keeper, so that it can be moved up or down the standard bar by pressing the two ends of the keeper together, and releasing at the desired height. The mirror itself may be placed at the inclination desired for distance, or near-by observation, by simply pressing it in the desired position, where it will be held by pawls catching into the toothed keeper. The adjusting of the mirror to the proper place can be done with one hand only while riding. All the parts of this bicycle attachment are very simple and not liable to get out of order. Such a contrivance might be of benefit on a race track, but it is extremely doubtful.

The Elwell European Tour.

This annual event promises to be more than usually enjoyable, and will begin June 2, at which date the party will leave New York. The wheeling part comes to an end August 1, at Rotterdam, Holland. The return tickets are good for any time, and doubtless many will visit Antwerp, where the World's Fair will be in full swing, and which is but an hour's ride from Rotterdam. As the great international bicycle races will take place there



WHICH WAY WILL PRICES GO UP OR DOWN?

Note: Give picture a rapid circular motion either way and please yourself.

have had the greatest number of survivors, and the margin has been so great that the other local clubs have almost given up hope of ever having a chance of winning first prize. It has been proposed that it might be possible to revive the interest of the other clubs by the withdrawal of the Century Club from the run for a season or two, and thus promote the competition for, with the champions out, there would be a warm rivalry between the other clubs, particularly the Time, Quaker City, Park Avenue, Pennsylvania, West Philadelphia, Alpha, and South End Wheelmen.

The Tioga Cricket Club, which secured the two year's lease on the Tioga track and grounds last week, has already commenced work on the improvement of the property at Westmoreland Station. The track will be considerably banked, and it is quite likely that a new coating of gravel will be applied. The first race meet scheduled so far is that of the South End Wheelmen which will occur some time in June.

Scranton for the next division meet is now the cry, and from present indications it looks as if the wheelmen of that flourishing city will secure the prize. Since the abandonment of the tri-state meet it was a question as to where the meet would be held, but the Scranton Bicycle Club made application to Chief Consul Boyle on April 14, and as this is the only applicant thus far, its chances are good. A circular has been issued to the members asking their opinion regarding the time and place of the meet.

from August 7 to 10, a good opportunity is afforded for witnessing these events. The following gentlemen compose the party to date: F. A. Post, Le Mars, Ia.; W. C. Hawes, New Bedford, Mass.; A. D. Richardson, Boston, Mass.; W. W. Dean, Northfield, Minn.; H. C. Woodward, Philadelphia, Pa.; F. C. Yohn, New York city; H. C. Yohn, New York city; E. B. Porter, Indianapolis, Ind.; Monroe Wheeler, Hammondsport, N. Y.; Dr. O. H. Babcock, Hammondsport, N. Y.; Henry Hiegel, Arcanum, Ohio; Harry Lamson, Portland, Me.; D. Bauder, Rheims, N. Y.; D. H. Ayer, St. Louis, Mo.; S. D. Walker, Chicago, Ill.

Chance for Class B Men.

The A. F. Shapleigh Hardware Co., of St. Louis, propose organizing several fast racing teams to follow the circuit in the western and southern states. They control the Syracuse Cycle Co.'s line in that territory, and will mount their riders on the Syracuse racer. All racing men in that section are advised to correspond with them.

Emil Ulbricht started in the 10-mile East Side road race at Los Angeles, Cal., last week, and was badly beaten. Ben Tyler won the race, and Clyde Washburn captured time prize in 30:10. L. W. Fox, the coast champion, won second time.

THAT KENTUCKY MEET.

Owensboro Cyclists Determined to Make it Something to be Remembered.

LOUISVILLE, KY., April 23.—The Owensboro people are not leaving a single stone unturned in order to make the state meet a success. The Owensboro Wheel Club is a live and hustling organization, as is shown by a gain of ten members in one month. For a town of that size this increase is equal to 150 in Chicago, Boston, or New York. In a recent club run of 64 miles to a neighboring town, the riders were accompanied by the club mascot a yellow hound with black spots, dubbed "Stearns, the yellow fellow." The dog stood the journey remarkably well; when taking short runs "Stearns" wears a blanket made of the club colors with the monogram worked on it.

In the list of prizes that Owensboro has secured for the race meet in June are the following: One case of spring, 1880, Daviess County, Ky., sour mash, containing forty-eight quarts, and with promises of two or three more cases equally as good. In addition to this bicycles, watches, and diamonds and many prizes of lesser value have been secured. The prize list will be larger than ever before offered at a Kentucky meet. Arrangements have also been made for the excursionists to stop and spend a day at Wyandotte cave, a rival to Mammoth cave. It is in Indiana and only six miles from the river.

In *THE BEARINGS* recently was a list of big men in Louisville and which was copied in a local paper as being in the *Wheel*. It is pleasant to have an article meet with such favor, but it somewhat detracts from the pleasure to have some other man receive credit for it.

In the same issue was a commendation to a prominent city officer for an unsolicited favor shown our wheelmen. The article should have stated that Colonel Tilford, is the senior member of the firm of Bartley, Johnson & Co.

Colonel Tilford, president of the Board of Safety, has expressed himself in words that should entitle him to a vote of thanks from wheelmen. He said, "I am not a wheelman, but because I am not, is not a sign that I should want to keep others from enjoying themselves. My board has charge of all regulations by which the actions of wheelmen would be governed. Now, if the city does not provide good streets and a rider must use it or take to the sidewalk, I say let him take the sidewalk, provided he does it gentlemanly. The other members of my board have agreed with me on this subject, after I have explained to them as in the above."

COLUMBUS LABOR DAY MEET.

COLUMBUS, OHIO, April 22.—Columbus trade is healthy and growing strong this spring, and there is no destructive price cutting. The dealers are many, and their lines well assorted. All the larger dealers are well located in the city's center.

Columbus has 110 miles of asphalt paved streets, and many hundreds of miles of good pike roads running through the states of Ohio and Indiana.

Columbus was once the home of two of the foremost ladies' cycling clubs in this country—the Buckeye, and the Four Leaf Clover, both now disbanded. It is stated that the ladies are losing interest in the sport. It is said that this is owing to the heavy wheels the ladies were once required to ride, and the cumbersome skirts.

The city has one active club—the Columbus Cycling Club. This is one of the most active in the state, and has over a hundred members. Herbert M. Backus is president, William Guleher, secretary, and David Wickliffe, captain. The clubhouse, at 46 West Gay street, is a commodious three-story building. At present club interest is centering on a road race, and some Class A track events for Decoration Day. When these are off the club's hands work will at once be started on the annual Labor Day tournament.

The city had contemplated breaking into the national circuit between St. Louis and New York. This, it seems, is impracticable, as the city can not give a paying meet except on Labor Day. All will remember the great success scored last year, when most of the cracks came to Columbus, to the detriment of Hartford. It will be harder this year to secure the men, but the Columbus Cycling Club is not the one to say die.

Will Take the Town by Storm.

ST. PAUL, MINN., April 23.—Yesterday may be said to have been the first really pleasant Sunday this spring, and the cyclists were not slow to take advantage of it. Cycling has received a boom in the twin cities such as has never been known before. The local trade report splendid sales, and not only in the twin cities is the increased enthusiasm and interest noticed, but also in many of the smaller towns of the state.

The number of lady riders is rapidly growing larger, particularly so in Minneapolis. The number of lady riders in St. Paul is comparatively small, as the large number of hills throughout the city prove considerable of an obstacle to the enjoyment of the pastime by the weaker sex, but in Minneapolis; where nearly every street is comparatively level, there are between three and four hundred wheelwomen.

In the twin cities, as well as in nearly every other wheeling center of any size, the question of costume is troubling the ladies. The rational costume is undoubtedly the choice of a majority of the girls, but few of them have the courage of their convictions, and it is safe to say that it will be some time before there will be any change here in the general style prevailing at present. On account of the small number of lady cyclists in St. Paul, it will be harder to introduce the new dress here than in some other places. It is said that a number of the lady riders of St. Paul will make a strong,

combined effort to overcome the prejudices that exist, and that they will appear some fine evening in a body rigged out in regulation bloomer suits prepared to take the city by storm.

Rip Van Winkle Des Moines Waking Up.

DES MOINES, IOWA, April 23.—Cycling was never as popular in Des Moines as it is this year. Fully two hundred new riders have already made their appearance on the street, and yet the season has hardly commenced. Three new agencies have opened up, and are hard "at it." Competition is showing results at the very start. Heretofore one or two bewhiskered firms, with dust on their "energy" an inch deep, have had things all their own way. But now there is a change. Cobwebs no longer decorate their wares. One of them has even repainted his rooms. And the girls! They're beginning to see the evil of their ways, and are taking to wheeling in droves. Doesn't that sound nice! Of course, in Chicago, you are used to this sort of thing, but out in this metropolis the feminine circle in cyclodrom has been confined to the "ten-year-olds" almost exclusively. We'll admit they're all right, and will be in prime condition for our kid brothers when they reach the age of "maturity." But there's nothing like having a bit of "heaven" one's self, you know.

A movement is on foot to consolidate into a composite "whole" all the cycling squads and clubs of the city. If such is done we will have a club in these parts, which will be second to but few in the country.

Williams Wins the Pittsburgh Road Race.

PITTSBURGH, April 21.—The road race from Butler to Pittsburgh, inaugurated by the *Press*, was held this afternoon. The distance was thirty-four miles, and in places the road was quite heavy. There were ninety-one starters, and sixty-five rode to a finish. Thirteen of these covered the distance inside of the three-hour limit. The winner was George E. Williams. His time was 2:29:33, breaking the old record of 2:40:00. Charles K. Gibson, of the Pittsburgh Athletic Club, was second, in 2:36:10; J. E. Pattison, of Williamsburg, third, 2:38:04. Jenkins and Loring H. Bannister, of Youngstown, last year's winners, broke their wheels soon after starting, and were out of the race. Fully 10,000 persons witnessed the race, most of them being near the finish.

Cricket Club Buys the Tioga Track.

PHILADELPHIA, PA., April 19.—The grounds of the Tioga Athletic Association, including the Tioga track, were today leased to the newly organized Tioga Cricket Club for term of two years. The new association intends paying more attention to cycling than to any other sport, and four well-known wheelmen are members of the board.

California Races.

LOS ANGELES, CAL., April 15.—L. W. Fox made a killing at the Athletic Club's races today, beating Burke, ex-coast champion. Fox won the quarter-mile open from the Burke brothers, and ran a dead heat with Cowan in the half-mile open. The two-mile handicap was won by Washburn from the 100-yard mark. Long won the mile open, and Kitchen the four-mile lap race. Ulbricht was second in the latter event.

The "Premier" Handicap.

The Derby Silver Co. are making for the Premier Cycle Co. a massive silver cup, which will be awarded to the winner of a ten-mile handicap road race, open to all amateur riders of Premier wheels, on July 4. The race will be run on the Irvington-Milburn course. The cup is a massive affair, standing nearly two feet high, and valued at \$200.

George C. Smith will train at Springfield this spring. He will be handled by W. C. Phelan.



"For goodness sake, Ethel, what kind of a rig is that?"

"Why, you see, papa, all the girls have bloomers; so I took Tom's football suit, and it does just as well!"

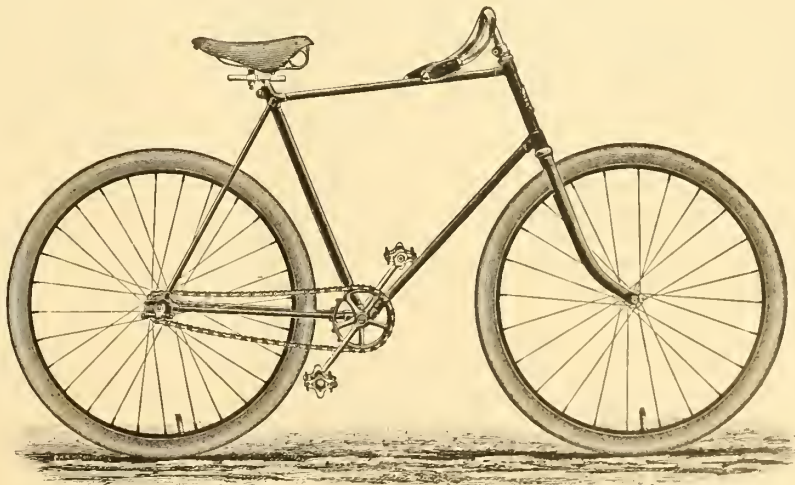
\$85

Waverley

“Has cut
a Wide
Swath.”

The above remark was made by one of the most prominent newspaper men known to the bicycle trade during a conversation concerning the sale of **Waverleys**. Says he: “It has cut a wide swath in the trade this season, I tell you. Why, I’ve been in nearly every city where cycles are sold east of the Mississippi River, since the Cycle Show, and I don’t believe I’ve missed seeing them in a single town. The best part of it for you is that the dealer who has the agency is invariably the man who is DOING THE BUSINESS OF THE TOWN. I was in a certain city in the east one day, talking to a dealer, when an express wagon unloaded five **Waverleys** at the door. A couple of wheelmen, who happened to be passing, stopped to see the new wheels, and while I was there (which was less than an hour) four of those machines were sold, the money paid cash down for three, and a telegram sent for three more.”

That’s the way the **Waverley** sells every day. Sold only by reliable dealers. Wheelmen know a good thing when they see it. They also know that our guarantee that the **Waverley** is equal in grade to any machine built, regardless of price, is as good as gold. They know that they can’t save \$40 or \$60 one half as easy any other way as by buying a **Waverley**. Dealers want a wheel that sells itself and pays a good profit. Riders want the best strictly high grade wheel on the market at the least money. We can suit you both. Our catalogue is free, and we love to answer questions. Drop us a line.



Indiana Bicycle Company,

INDIANAPOLIS, IND., U. S. A.

HOW THEY ACT.

Some of the Characteristics of Annonceers, Inducers and Trainers at a Race Meet.

Did you ever watch W. C. Marion, W. M. Perrett, Spooner, or some other "vet" race-goer during a race. Marion, the stentor of American cycling, with the bottom of his trousers turned up at the back, glides in and out among the contestants, checking off the starters, at the pistol, ignoring the race, to supply the press with the list, subsiding then until the judges get their heads together, when he catches their decision on the fly; then with a peculiar, Indian-like jog-trot, he reaches a point of vantage, hat in hand. Who has not heard his cry, clear and crisp, distinct and farreaching, always in the same style: "Race number four, the winner number sixteen," etc. Marion only brightens up to active interest before and after a race;



This shows McScorcher as he appeared while chasing a fair vision in bloomers over five miles of dusty road.

between these two points, when everybody else is on the *qui vive*, Marion "wears a wearied look."

A Friend of Zim's.

"Billy," alias W. Montague Perrett, before a race jumps about like a drop of water on a hot skillet, says more words in a given time than anyone in sight; during the race he is stretched up on his tiptoes, and in his Queen's English makes audible comments on how his friend Jimmy rides; the instant the men cross the tape he applauds the victor with one half of his mouth, while with the other half he demands why the "bloomin' crack-a-jacks" do not mount for the next race and not keep an English gentleman waiting all day.

The Inducer.

Asa Windle's greatest anxiety before a race is whether any one wants his services as a pusher-off. That's Asa's strong point. While keeping an eye on the Columbia men he never fails to impart valuable information to the officers on how much better they can manage races at Springfield. If his men win, Asa rejoices in an audible voice, but if they lose, his lament is that the men are out of form.

Spooner Keeps His Eyes Open.

Spooner is in the reporters' stand, four different copies of his syndicate article pinned on the board before him, his hat pulled down to his ears, the unlighted, but still malodorous butt of a cigar between his teeth, scribbling away for dear life, keeping up a running fire of comment on the race, catching and jotting down all the quaint remarks made by the audience in his rear, writing the race up as it is run under his eye, considering the finish as only representing so many lines of copy, catching the position of the leaders and getting his copy all out long before the announcer gives the official count.

Atkins, the Philosopher.

A. L. Atkins, with hands in pockets, eyeglasses on nose, hat cocked down on his forehead, his little camp stool under his arm, strolls about with a general air of owning the earth and willing that the people thereof should know it. He always keeps near the tape, so that if the officials should need his aid he will be within reach. His face betrays neither joy nor sorrow at defeat or victory; he jots either down on his score-card philosophically; but watch his eye when a Ramblerite makes a costly error. Its look bodes ill for the repose of the man that night.

Schaefer Is Sympathetic.

Dave Schaefer, trainer of Dirnberger and Taylor, is the worst of the lot; he watches his man from pistol to tape. As his man sprints home Dave's

shoulders sway forward in unison with the rider; his jaws are clinched, and so deep is his interest that no amount of jogging and calling can get a word from him until the tape is passed.

Billy Bowleg's Admirer.

But the local officer is the most amusing. How he exults when Billy Bowlegs, his local club mate, wins a heat, with all the visiting cracks in his rear! In the run-off how he councils the veteran visiting officers to watch our Billy now; how he slaps his local fellows on the back as B. B. gets the lead at the push-off; how he comments on B. B.'s prowess, as B. B. is baking himself on the backstretch, doing donkey work for the complacent visitor, and, when, in the final rush, Billy finishes second to the bunch, how Mr. Local vanishes himself.

HAROLD A. MOORE.

The Martin Road Race.

Judging from present indications the Martin road race of this year, will be by far larger than ever. The prizes will be much more valuable, and before the race is over it will cost Mr. Martin more money than his two previous races combined. Heretofore the value of the first prize has been \$150. This year the first man across the tape will receive a prize valued at about \$400, which will consist of probably a grand upright piano, a horse and side-bar buggy, or a gold watch, studded with diamonds, but the prize has not as yet been definitely decided upon. Just what this valuable prize will consist of will be made known to the public in the course of a week or two. The Pope Mfg. Co. will give a Columbia racer, valued at \$160; Gormully & Jeffery Mfg. Co. will donate one of their No. 9 Rambler racers, valued at \$125; H. A. Lozier & Co. will donate a Cleveland, valued at \$150; the Warwick Cycle Mfg. Co. will give a Warwick racer, valued at \$150; the Eclipse Bicycle Co. will present one of their Eclipse bicycles, valued at \$125; the Eastern Rubber Mfg. Co., through Mr. J. A. Barnes, the manager of that concern, will give as a prize a handsome gold watch, the value of which has not as yet been received. E. L. Tompkins, of the firm of J. L. Hudson & Co. will give a prize valued at \$25. These are only a few of the valuable trophies that will be offered, and when the prize list closes it will probably reach into the forties or fifties. The entrance fee will be \$2, and under no circumstances will a rider be allowed to compete until his entrance fee has been paid. The entry blanks will be out about April 10, and can be had from Dai H. Lewis, of the *Cycle Record*, Buffalo, who for the third consecutive year has had charge of this road race.

What They Will Ride.

Nearly all of the American amateurs have selected their mounts for the year. Following is a partial list: W. C. Sanger, Union; H. C. Tyler, Union; J. S. Johnson, Stearns; J. P. Bliss, Rambler; M. F. Dirnberger, Rambler; G. F. Taylor, Stearns; E. C. Bald, Columbia; G. A. Banker, Raleigh; F. H. Tuttle, Stearns; W. A. Rhodes, Stearns; H. A. Githens, Rambler; W. W. Taxis, Sterling; E. C. Bode, Sterling; A. D. Kennedy, Jr., Sterling; Geo. C. Smith, Columbia; W. F. Murphy, Raleigh; E. A. McDuffee, Union; F. J. Titus, Spalding.

C. E. Tudor, A. N. French and one other Cincinnati rider, not yet selected, will attempt to break the record between Cincinnati and Columbus this spring. They will all be mounted on a triplet, and think that they can smash the record.



And this is how he looked on meeting it face to face.



"Smith! Smith! wake up! Something terrible is going on down in the street; wake up!"

Mrs. Smith shook her sleeping husband vigorously by the arm and then batted him over the head to give emphasis to her remarks.

"Who—when—wha—what's the matter?" exclaimed Smith sleepily. "Where! where!"

"Wake up, you fool!" exclaimed his wife, sitting up in the bed, and shaking with horror. "Some one is being murdered in cold blood down in the street there, or my name was not Arabella Jenkins before I was married. Get up, I tell you, and see what's the matter."

Smith was now fully awake, and he sat up in the bed, too, and listened.

A strange noise smote his ears. There was a fusilade of oaths in a male voice. Then another fusilade of oaths in another male voice. Then sounds of a desperate struggle, and at last a terrible thud, as if some one's brains had been knocked out with a club. This climax was followed by a series of deep groans. Then silence. Presently the oaths began in a gurgling voice, and the other voice responded as before. There were sounds of a second terrible struggle, the pattering of footsteps, more oaths, and another terrible thud, as if some one else had had his brains knocked out. Then more groans.

"Great heavens!" exclaimed Mrs. Smith, "get up, Smith, and call murder and thieves out of the window. We'll be killed in our beds."

"Oh, rats!" cried Smith in deep disgust as he fell back on his pillow and composed himself to sleep.

"Smith, you're a beast," said his wife. "We'll all be murdered. Why, why didn't I stay in my good home, where I had my father to protect me? Oo—oo—oo—oo!"

"Oh, come off," said Smith. "It's only that idiot of a Jones next door trying to teach his ya-hoo of a father how to ride the wheel."

And Smith went fast asleep again.

Ye Modern Lady Cyclist.

The old family clock in the hall had just cuckooed out 3 p. m., when Eurydice Guggerty completed her rational toilet in her boudoir and touched the button for Horace, the stable man.

"Horace," she said in a lofty tone of pride, "how are my wheels. Are they all fit?"

"Well, ma'am thin," said Horace, "sence ye've ast me, faith it's no lie I'll tells ye. Thim phweels do be in dom bad condition. They are that."

"Is it possible?" asked the proud beauty. "What's happened 'em?"

"Well, ma'am," says Horace, "th' new twinty-shix-pun' road racer do have a crack in 's sprucket big enough to put yer fut into ut. The light green thrack racer, ma'am, 's sprung out o' ploomb that far that be hevins th' rare phweel do be in front, and th' front phweel in th' rare. That's the Lord's blessed throoth, ma'am, or ye kin have me job in th' mornin'."

"But Horace, my dear, good man," said Eurydice, softening up and going at the hostler persuasively, "I must have a wheel this afternoon. I have made an engagement with Mr. Sideslip to go riding."

"Thin he'll have to go widout ye," returned the tyrant with a frown. "I wouldn't let me own brother have wan o' thim phweels today av' his tung wor hanging out a mile."

"Where's my full roadster?"

"It's on th' rack and I'm claning it fur ye. Ye can't have it."

"But Horace—"

"Don't say another wurd timme, missy, or the curse o' Moll Kelly on me av I don't quit. Bicycles is bicycles and they got to be thrated right."

And then Eurydice went in and took off her trousers and swore she'd discharge Horace and hire a nigger the next day.

Harry Wheeler's Love Affair.

And so Harry Wheeler is in love! Well, well! Mr. Troy is authority for the rather large assertion that Harry is helplessly, hopelessly, insanely in love. And that with the most beautiful woman in all France.

It is said that Harry can speak only one word in the bothersome language of Gaul and that one word is "jammay." He doesn't know how to spell it, but he knows that jammay is the way to say it, and that's all that Harry wants to know. As he walks along the Rue de Rivoli, staring at the sky and thinking of the dear one, he runs piump into a fussy little Frenchman every three minutes. Frenchy fumes and frets and jabbers at him like streaked lightning. Harry bows, scrapes, and says, "Jammay!"

That covers every thing for Hal.

So Troy says. But Troy is tantalizingly meager in his accounts of Harry's passion. The lady, says Troy, is the most beautiful woman in all France, and she is now in St. Petersburg. Further than that he says not. A thousand questions spring up at once. Is she married, single, a widow, or a divorcee? How old is she? Is she a blonde or a brunette, or betwixt and between? Is she a Parisienne or does she come from the provinces? When, where, and how did Harry meet her? What did he say to her and what did she say to him? Does she ride a wheel? What blamed business has she got in Russia when Harry is in Paris, and why doesn't she come back? Is she hunting wolves with the Czar, or toying with old Tolstoi's whiskers? Is Harry going to marry her or will she have him?

These and as many more interrogatories suggest themselves to the thinking man, to none of which the fiend Troy gives an answer. He intimates in a mild way, however, that the lady returns Harry's affection.

With this, then, we are compelled to content ourselves. We knew Harry wouldn't be easily caught, and our judgment of him has been fully confirmed. We knew that Harry would reach only for the highest persimmon in sight, and he'll fetch it, too.

Watch him.

In the Good, Old-Fashioned Way.

Have you heard the startling news from Europe? No? Why, his royal highness, the King of Belgium, has taken a real header, and in the good, old-fashioned way, at that! It seems as though Bill was training for his match race with the Prince of Wales, and had just completed the last round of his back yard when his tricycle became balky, and the royal cyclist went over the handle-bar just like a common, every-day wheelman. More by good fortune, than science, William alighted in a rhododendron bush and escaped with his life. The royal person, however, was very badly scratched up, while the three-wheeler was a complete wreck.

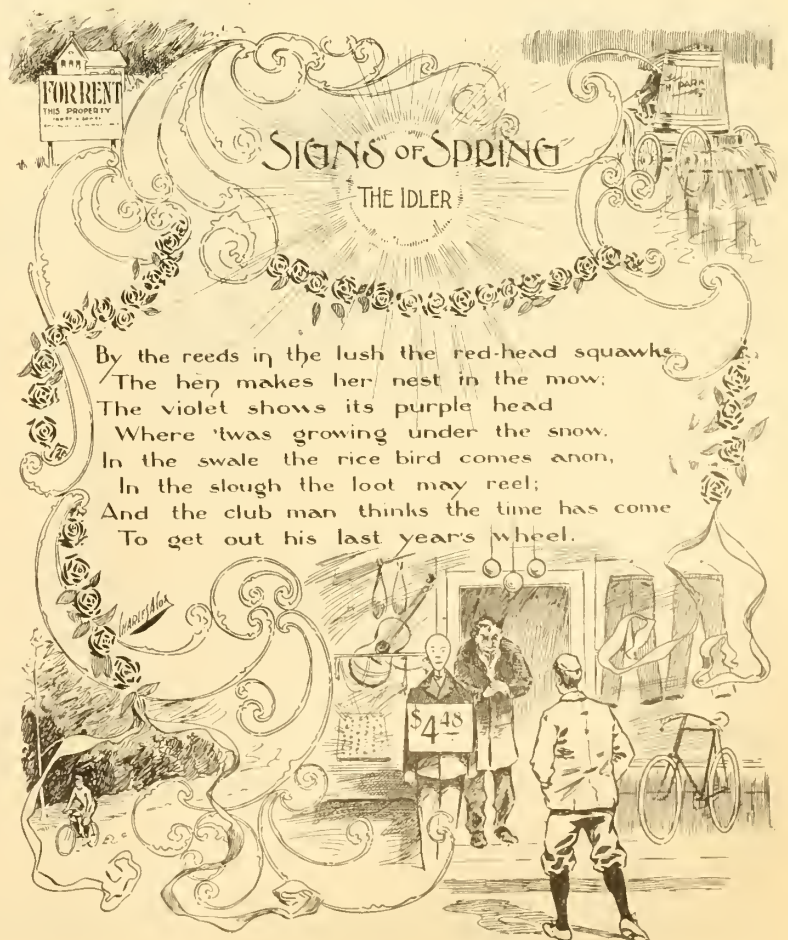
We are glad to chronicle that the king held his temper, and instead of beheading all wheelmen within a radius of ten miles of the palace, he simply smiled ruefully, rubbed the sore spots, and then telegraphed for another machine. We admire the sporting blood that courses wildly through the kingly veins, and hope that he will continue to adorn the front row orchestra circle of cycling for many more years.

When the Excitement Is Over.

Now that Zimmerman has become a professional and is utterly and forever beyond the reach of all the "amateurs" in this blooming country, it is in order for several of the aforesaid "amateurs" to rise in their might and announce publicly that they could have walked away from him if he had only given them the chance.

Field for His Talent.

If Mr. Harris will now only write a song forever crucifying the fellow who wears ribbons at his handle-bars he will receive the thanks of a long-suffering public.



By the reeds in the lush the red-head squawks,
The hen makes her nest in the mow;
The violet shows its purple head
Where 'twas growing under the snow.
In the swale the rice bird comes anon,
In the slough the loot may reel;
And the club man thinks the time has come
To get out his last year's wheel.



"Cy" Davis, Repairman.

"Cy" Davis, the Chicago racing man who once held the quarter-mile World's record for three hours, has managed to keep out of the trade, although closely identified with cycling. He is connected with a prominent



piano firm in the windy city, and it was through his efforts that the rest of the employes of the house became devotees to cycling. Now every one, from the office boy up, rides a wheel and all through Davis' missionary work. Naturally "Cy" is very proud of his work and every one looks up to him and come to him whenever a knotty cycling question is to be solved. The other day one of the men

was riding his new wheel around the store and ran over a nail. He didn't know what to do and so he came to the captain of the Chicago Cycling Club with his injured tire. Of course Davis said he could repair it. It was a Palmer tire and the only thing he had to fix it with was a Columbia outfit. Davis pulled off his coat, looked wise and set to work; viewed by an admiring crowd. He took the "goo-goo" can and jabbed it into the puncture, so that the rubbers would stick. No sooner had the tube penetrated the cover than there was an explosion and Davis and his audience were covered with the contents of the can. The racing man had forgotten to deflate the tire before repairing it, and, in consequence, the air forced the bottom out of the cement tube, much to the sorrow of all. "I won't pose as an authority any longer," said Davis, as he wiped the "goo-goo" from his face. And he hasn't.

Didn't Impress the Maker.

There has been a great scramble among the second raters in the Chicago racing world this year to secure wheels. Never before has it been so hard to get them. Manufacturers, who, in former years had been noted for their liberality, have suddenly become stony-hearted, and refused nearly every one. One Chicago racing man had made the round of the factories and had met with a refusal at every one. At the last place he became desperate and his eloquence was something wonderful. At last the tradesman relented and the racing man was fitted out with a brand new racing wheel. Of course he was duly grateful and he determined to show his new-found friend that he would make some of the other racing men sick before the season was over. Chapter No. 1.



Chapter No. 2 tells how he tried to show his gratitude. Last Sunday he went along with a crowd of scorchers over the North Side course. Going out it was easy enough to hold on and our hero commenced to think that he was regaining some of his old-time speed. Evanston was reached and a short rest was in order. In an evil moment some one proposed to give the slow brigade a handicap. This was done, and off they started. Four minutes later our hero and the other fast men bent their backs and dashed off in pursuit. The pace was hot, and to make it worse, it promised to be hotter. At the end of the first mile our friend had enough and sat up. The rest kept on and disappeared around a corner. Just then the laggard caught up to a buggy and glancing up saw a familiar face. Horrors! it was the manufacturer. Luckily the scorchers had not been seen. Slowing up a second and pulling his cap down over his eyes, he dashed by at top speed. As he passed the buggy he took off his cap. Just then he stuck a sewer cap and his feet flew off the pedals, his wheel wobbled horribly and he just missed a fall. Gaining control of his wheel, he started up again. It was his intention to make the occupants of the buggy believe that he was riding so fast that he had given the others a start and was rapidly gaining on them.

Alas! the best laid plans will often taken a header, and so it was in this case.

After sprinting until he thought he had left the carriage away in the rear, the weary rider thought that he could safely rest and so he slowed down. Just then he saw his friends in front of a saloon. As he got off his wheel he looked behind. Not ten feet away was the carriage with the manufacturer in it. There was a broad grin on his face and he considerably looked in another direction.

It is now rumored that the humiliated hero will not take any more rides over the course unless he is assured that the maker is out of town. He still rides the wheel, however.

The Darktown Scorchers.

He was a young negro who had great aspirations to become a scorchers. With this end in view he would dash wildly down Thirty-first street three or four times a day. His handle-bars had the true scorchers drop, he had wire toe-clips on his rubber pedals, and he acted as if he was the pride of the



Darktown Cycle Club. His attire was in fitting with his wheel—one of a cheap English make—and he was a sight to behold. A sweater that had been white at one time, but now rivaled his skin in color, adorned the upper portion of his body. He had on long pants, tied at the bottom with strings, while his shoes had evidently been raked out of an old ash heap. On his head was a battered derby, that gave evidence

of having seen better days. To use one of McScorchers' vulgarisms, he was a "bird."

Last Saturday he lost a nut off his wheel, and stopped at a Thirty-first street bicycle store to get a new one. The accommodating dealer fitted him out, and the colored Apollo thanked him, and then began to tell of his experience as a rider. "I tells you," he said, "I'se nobody's sucker. I'm foxy, I is. I nevah gets my laig pulled, I don't. I always looks out fo' dose fellers on de light wheels wit' wooden rims. Deyse de ones dat pulls yo' laig. I lays foh de ones on de ice wagons. De odder day I caught a man on a solid tiahed wheel. I wuz goin' to Fifty-third street, and I trailed him all de way out. He kept on to Sixty-third street, and I follered. Den I went by him just to show him I wasn't tiahed. Den, when I got in front, I jumped off just to show him dat I wan't going any furder. Oh, I tells yo', dey can't fool dis chicken." And with a swagger the colored lad walked over to his wheel, mounted, and dashed up the boulevard in pursuit of a boy on a solid-tired ordinary.

A Curious Tire Accident.

It doesn't take much to attract a crowd in a great metropolis like Chicago. Even a horse falling down will cause people to stop and gather around the fallen horse like bees in front of a hive. Such a scene was witnessed on Wabash avenue the other day, only it wasn't a fallen horse that attracted the crowd; it was a bicycle. A countryman was riding leisurely along when his wheel came to a sudden stop. Dismounting, he could hardly believe his eyes. Protruding from the outer cover was a miniature balloon, and he found that he couldn't move his wheel. He stood looking at it and the crowd began to gather. Suggestions were offered, but the bewildered greenhorn didn't know what to do. Finally a policeman came along, dispersed the crowd, which had stopped the cable trains and told the bewhiskered wheelman to take his machine into one of the bicycle stores. Followed by the curious crowd he walked into the Pope company's store, and here aid was offered. The inner tube had burst through the outer cover and had formed a small bladder. The valve wouldn't work, so the tire was punctured in another place and the air was allowed to escape, and the inner tube at once resumed its former place. But the tire was beyond repair, and the countryman had to walk his wheel off, he evidently not desiring to spend any money for a new tire. And the crowd went its several ways.



E. A. McDuffie made an attempt on the 5-mile road record of 13:30 at Richmond, Va., last week. A strong head wind was blowing, and the Malden man could not make the distance in less than 15:27.

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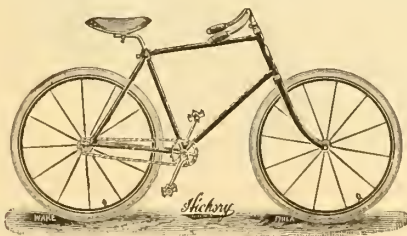
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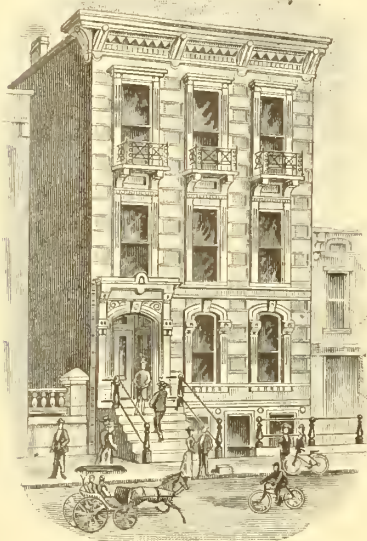
Hartford, Conn.

MENTION THE BEARINGS

CINCINNATI AND HER CLUBS.

How Club Affairs Are Prospering in Porkopolis—The Division Meet Will be a Great Attraction This Year—The Poorman.

CINCINNATI, OHIO, April 21.—Cincinnati is a live cycling city. This is meant in a trade way. In a social way, it is far behind any of the other large cities of the United States. It seems to lack the material from which to build such great clubs as are found in cities like Chicago, Philadelphia, and New York. In a small but substantial way, this ability is there, but it is far from spontaneous. Few, if any of the clubs, have a membership of over fifty, and to a Chicago man this number seems insignificant. In Cincinnati a cycling organization that has a membership of fifty is a large club. In the western city, the club that is to take any active part in the cycling affairs of the place must have, at the least, three times that number of active workers. But in a trade way the city is as live as any of its size in the country. The dealers are all wide-awake, and seem, with but a few exceptions, to be doing a good business. The city has many miles of fine asphalt, with some of the prettiest of country roads in its near vicinity. The number of riders in the city is said to be in the neighborhood of 7,000, of which less than one twentieth belong to the clubs. Of this



Associated Cyclers' Clubhouse.

number the proportion of lady riders is very small. The riding of the ladies is beset by difficulties, which are well nigh discouraging to all but the very hardiest. In all quarters of the city,

The Lady Riders are Looked at With Scorn

by many, and openly criticised by people who look upon themselves as cultured and refined, but who are, needless to say, far lower in a social way than those that they so freely revile. There are two ladies' cycling organizations in the city, the Carey, a League club, with a dozen members, and the Queen, which claims a membership of forty. These ladies have as yet steered clear of the bloomer costume, but in the near future will adopt this dress, and by their numbers force the public to recognize both the bicycle and the costume as the only practical outdoor exercise and ladies' dress in which to enjoy the same.

The gentlemen riders have ten clubs or more from which to make their selection, when they wish to affiliate. Four of these are located in one clubhouse, and in this respect the city is far ahead of many other cities in the United States. This house was built by the Associated Cyclers' Clubhouse Co., formed through the efforts of the Century Club to secure a house, and is by them rented to the four clubs that now occupy it. The company was incorporated under the laws of the state of Kentucky, for \$15,000, and is as yet hardly a paying investment. The expenses of building the fine four-story house, at 20 West Ninth street, and the furnishing of the fourteen large rooms were very heavy. Everything is of the finest, but when this is paid for the company should make money on the investment. Shares are held at \$10 and are now at par. The Clubhouse company will accept members, who will have all the privileges of the clubhouse at \$9 per year. The four clubs in the organization pay the Clubhouse company the same amount each year *per capita*, and the unattached member may, therefore, belong to one of the four clubs at an expense of only \$3 a year extra. It is said that the wheelmen readily join one or the other of the organizations, before they have been in the clubhouse very long. The unattached membership is about twenty-three. The four clubs in the organization are the Porkopolis Wheelmen with a membership of thirty-five; the Cincinnati Bicycle Club, with forty; the Athletic Cycle Club, with twenty-six, and the Century Cycle Club, with 125. Two representatives from each of these clubs form the directors of the company. There is

No Clash Between the Four Clubs,

nor has there been since the clubhouse was built. The company is open, and any of the other clubs in the city are welcome to join at any time. During the first week in every month the clubhouse has a meeting every night, and for these meetings a special room on the top floor is set aside.

The four clubs of the organization and the Brighton Bicycle Club form the Associated Cycling Clubs of the city. The latter club has, practically, the only other clubhouse in the city, and is a thriving organization of fifty members, representing the wealth and aristocracy of cycling in the persons of Messrs. Windisch and Windmueller. The latter are among the largest brewers in the city, and the daily income of either would buy the highest grade bicycle ever built. Joe Poorman, the largest dealer of the city, takes an active interest in this club, the home of which is at 88 West Fourteenth street in the shadow of the great Exposition building. The Crescent Cycling Club, which holds about all the fast men under its colors, has meeting rooms, but no regular clubhouse. French and Tudor, and many others, will ride

under the Crescent colors the coming season. Some of the other clubs of the Queen City are the following,—the Star, with fifteen members; the Comet, with fifteen; the North Side, with fifteen; the Derby, with ten, and the West Ends, Independents, and Price Hills.

For many years the

Clubs of the City Have Been at Loggerheads

and the present condition of club life is the first time in the history of Cincinnati that the clubs have flourished in harmony. To this fact is due the late and steady advance of the clubs in membership and in numbers of organizations. The Cincinnati Bicycle Club is the oldest organization in the state, having been formed in 1880, and is one of the oldest League clubs in the country.

In a racing way, the Brighton team has taken a prominent part in past years, but the Crescents are after the scalp of the Brightons the coming season, and there are those who say that the scalp will be theirs before the close of the season. The Crescents will have two, and possibly three, teams in the field when the annual Hanauer team race (which is an annual affair) occurs, and they will try their hardest to hold the trophy.

The five clubs in the Associated Cycling Clubs are the League organizations of the city, and these are now working like beavers for the annual meet of the Ohio division, which occurs July 2, 3, and 4. Every club member of the city is working in the cause, and they will make this the greatest meet of the season, or know the reason why. Committee meetings are being held every week, and the list of prizes is growing apace. Nine high-grade wheels will be given, and more are promised. The prize list will reach the handsome figures of \$5,000 for the two days. It had been intended to give on each day of the meet a special race for \$1,000 in prizes, \$500 to first, \$300 to second, \$200 to third. The chairman of the Racing Board has refused to grant a sanction for such a contest, as it will interfere with the national circuit, starting as it does at Waltham, July 4, and the committee has decided to give two special races, one on each day, for diamonds as prizes. Three prizes will be offered that can not be surpassed in fine quality, and will be listed at the wholesale value, \$150, \$125, and \$75. Special diamonds will be given at the quarters, and also if the record is broken. This will place on the programme a total of six Class B races for the first day of the meet, and seven for the second day. The committee feels that so many races for the fast riders should surely draw them to the Queen City, and has already the promise of a large number that they will come. The races will be held on the Carthage half-mile track. It is seven miles from the city and is reached by electric cars or steam cars. For the entertainment of the visiting wheelmen there will be provided a night at the famous Zoological Gardens, with an entertainment and a reception on the last night.

On the Fourth of July, in the morning,

The Poorman Road Race Occurs

and the list of wheels already secured for that famous race is a large one. Last season saw 119 starters in this contest, and this year it is expected that the number will be fully doubled, owing to the great meet here at the same

time. The Poorman race yearly draws hundreds of wheelmen from other states to this city, and the Ohio division meets have a national reputation for their liberality of entertainment and draw thousands from all over the country, so that the combination of the two should see an influx of many thousands of visitors to the city. The committee has made the Palace hotel the League headquarters, and this hotel is making



a rate of \$2 and \$2.50, while the Burnett house has made a rate of only a half dollar more. The town will be turned over to the wheelmen during the week, and the committee promises that all who will come shall go away in no other way but satisfied with the treatment received at their hands and with the city of Cincinnati. The executive committee of the meet includes the following well-known wheelmen: W. W. Windisch, president; David Spritz, secretary; R. E. Bahmann, R. W. Carter, G. T. O'Brien, J. E. Poorman, L. M. Crohn, M. L. Kleeman, H. G. Hook, and Charles Hanauer.

An English trick rider, who has been giving performances since the days of the old boneshaker, says that in the old days of iron tires he had to file the tires until they were like saws. The owners of the theaters where he performed would not let him give more than one performance, as he cut up the boards too much.

HE'S A FRIEND OF GOOD ROADS.

MILWAUKEE, Wis., April 24.—Wheelmen here were pleased when Fred Isenring, who knows them all and is known to them all as the proprietor of the summer hotel at the country end of the Lake Shore drive, was elected chairman of the county board this week. His name deserves to be embalmed in the cycling history of Milwaukee as that of the man who invented Whitefish Bay planked road, whitefish dinners and the Lake Shore drive. The writer wasted two hours one afternoon trying to teach him to ride a bicycle. He was a capital captain of militia, a successful "kid" member of the legislature, an honest county supervisor when honesty was disgraceful in that body, and a clever politician all the time; but he couldn't master a wheel. Chances are excellent that he will be elected to Congress from the Fifth district next fall. He is a natural good roads promoter, and as county chairman is expected to take a lively interest in the improvement of the main-traveled highways of the county. These, without exception, are far below the standard they might have attained. Past county boards have been either too incompetent or too dishonest to care a rap whether roads were improved or not, so long as they got the regular rake-off on the meat and flour contracts, and kept control of their respective wards and towns.

This spring a job lot of business administrations were elected in the towns and villages of the county, and for the first time in the history of this section, good roads was made a political factor in the campaigns. The progressive farmers want money spent in modern, scientific road betterments, and the mossbacks think the old style of heaping gravel on clay in the center of the highway is good enough. The progressives won in most of the towns, but, unhappily they were licked in a few cases. The writer, being a nominee on one ticket in a country precinct, got an overwhelming minority of the votes, mainly because it became generally known that he was frivolous enough to ride a bicycle, and was, therefore, beyond question an ardent enemy of all farmers. It doesn't always pay to be too closely identified with civilization.

Eck's Stable Training Hard.

James Josephi, now in the south for the Peerless Mfg. Co., writes from Savannah, Ga.:

"By the way, I met 'Me and Eck' here in the south. 'Me' in Charleston, S. C., and Eck in Savannah. 'Me,' in other words, John Shillington Prince, was getting ready to ride a twenty-mile race against two thoroughbred horses, and I accompanied him to the baseball ground, where he was having a five-lap board track laid. The track will be only four feet wide, and I don't see how he will be able to hold the turns, going at full speed.

"Jack looks well after his trip to Cuba, and knows as many as fourteen Spanish words, which he repeats to an admiring audience as many times as

it cares to hear them. He has the town very much worked up on his race, and the bicycle boys will all bet their spare change on Jack next Wednesday. He and his charming wife are stopping at the St. Charles.

"I saw the 'T. W.' and his all-star combination at Thunderbolt, a charming suburb of Savannah. They are stopping at a small hotel, about half a mile from the Savannah Wheelmen's quarter-mile cement track, which, by the way, is the best appointed track in the south, and the pride of the Savannah boys. The combination consists of T. W. Eck, C. M. Murphy, John S. Johnson, Geo. F. Taylor, C. H. Callahan, and Ray Dawson.

"T. W. looks the same as he did forty-five years ago, when he was in his prime, and is full of hopes to make flyers out of his boys, and especially to make Johnson open the eyes of some of the men who think that Johnny is not in their class. Brother Charl is riding fast and looks well in his white flannel suit and straw hat. George Taylor, the 'snag snatcher from Ipswich,' is getting in trim rapidly and will be expected in the front ranks as usual. Callahan comes fully up to expectation, and Dawson, who, Eck assured me, is a strictly Class A man, will certainly have his say in sweeping the boards among the '\$50-limit' men this year.

"The star of the stars, John S. himself, is reducing flesh training on the track, and today (third time on the track) rode a quarter in :30.

"This afternoon the whole crowd went three miles in 8:27½, Eck calling to them every lap to go slower. They will stay here for three weeks, when they go to Syracuse, and there will be joined by Anton Johnson, Johnny's brother, and Jack Eck, of Toronto, one of T. W.'s sons, who is now in his fifteenth year and already has shown speed."

Murphy Riding Better Than Johnson.

From a letter from C. M. Murphy, who is training with Johnson at Savannah, it is learned that he is giving Johnson 100 yards in a mile and catching him. It is also said that Eck is devoting more attention to "Brother Charl" than he is to Johnson.

Nelson in Ireland.

E. A. Nelson, of Springfield, Mass., is at present in Ireland. He is already a great favorite there, and recently went on a club run with the Ohne Hast C. C. He was favorably impressed with Irish roads, but found the hills rather trying.

The New Albany Cycling Club which has in charge the race meet which is to take place there in the Ohio River circuit in June is planning a three-lap track for that meet. L. H. Hammersmith, of that city, will build the track and will conform to the idea of the expert builders of Chicago. It will probably be a board track.

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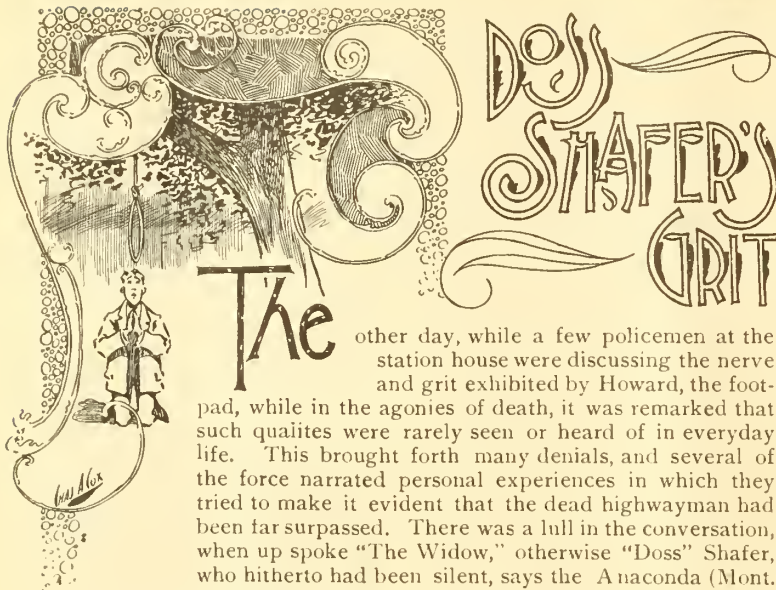
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Mention The Bearings



The other day, while a few policemen at the station house were discussing the nerve and grit exhibited by Howard, the footpad, while in the agonies of death, it was remarked that such qualities were rarely seen or heard of in everyday life. This brought forth many denials, and several of the force narrated personal experiences in which they tried to make it evident that the dead highwayman had been far surpassed. There was a lull in the conversation, when up spoke "The Widow," otherwise "Doss" Shafer, who hitherto had been silent, says the Anaconda (Mont. Standard).

"Gentlemen, of course as I have not yet been the leading man in a death scene, it is not known what qualities I will exhibit; but I went through an experience one time that I think required those qualities in every sense of the word." Acting Superintendent Campbell hastened to assure Doss that all present would be highly delighted to hear of the experience, and this statement was echoed by all present. Doss stored the half of a plug of tobacco back of his molars and began:

"It was about two years before I was married that I accepted a position as clerk in a large office in a small town in central Kansas. Among my possessions was one of the old-style bicycles, and I took this with me. It was not long before I was well established in my new quarters and making friends right and left. One day, as I sat in the office busily writing, a companion clerk who had been out on an errand of a few moments came rushing into the office like a madman. 'Doss, for heaven's sake, on your life, leave the office and fly the town!' I looked at the man and, thinking the wheel in his head was buzzing at an unusual rate, I was not much agitated and calmly asked, 'Leave town?' 'Yes, and in a hurry, too,' was the answer. 'Not on your life, unless I get throwed out,' I replied.

"No, Doss, old boy, I am not joking. Sam Hinkley, the blacksmith, was murdered last night, and you are accused of being his murderer, and there is a mob coming here—right to this office—you hear, don't you,—to get you, and they're going to lynch you.' 'Much obliged,' says I, 'but I don't believe in playing those kind of jokes.' Just then sounds resembling the mutterings of a vast number of men came through the open window, followed by the hurried tramp of many feet. It dawned upon me that the clerk's story was true. I was overwhelmed, and a sickening feeling came over me as I thought of the possible fate that awaited me—I, who was so young and innocent. With an effort I rose to my feet and staggered to the window, and saw—horrible as it seemed then—that all was true. Outside, ready to rush up the stairs, stood a mob of 200 from whom came the general cry: 'Lynch the Hoosier! String him up!' I was then espied, a rush was made for the stairs, and, before I was aware, the leaders of the mob were in the office, had seized and carried me down to the street. 'String him up!' again came the cry. I was too much bewildered, for my brain was in a whirl, to speak. As I was being pushed toward a large historic tree, famed for the number of horse-thieves that had stretched hemp from its branches and from which I could see a rope dangling no doubt, the means of my sudden exit from this scene, a large form brushed aside the leaders who held me and placed itself between the mob and myself while I lay prone on the ground unconscious. When I revived I was informed that I was to be given a chance to speak for myself. Mustering all my energy together I stepped out in full view of the mob and asked them the meaning of being treated so. The large form again sprang to the front. It belonged to 'Hen' Allen, the toughest customer of the town, and in whom I recognized a friend.

Charged with Murder.

"Doss," said he "it just means this. Sam Hinkley was murdered last night and as you were the last one seen with him and as we all know that you and he did not get along together, it looks bad for you. The men here are all positive that you are the one that did the deed. The fellows here mean business, and I believe they'll string you up, but not without hearing what you've got to say for yourself.' Then, turning to the mob, he asked, 'That's the thing, isn't it boys?' 'Yes, let him speak, but he d—n quick about it,' came the general reply. I stepped in full view of the mob, and with every nerve in tension, spoke as follows: 'It is true, gentlemen, that Sam and I did not agree, but I first heard today that he had been killed. Our trouble was over the repairing of that bicycle of mine. I broke it several weeks ago and Sam fixed it for me. He fixed it in a way, though it was an old machine, that gave it a speed possessed by no trotter or any other kind of locomotion around these parts. He wanted \$25 for fixing it, but I told him that was too high. We quarreled over the amount, he refusing to take anything less, and last night I did meet him, but offered only to compromise the mat-

ter with him, which he refused, and then we separated. That, gentlemen, is all I know about it.' 'Ha, ha, ha! You don't expect us to believe that do you? On with him! string him up!' came the cry as the mob began to close in on me. 'No, you don't. Give the man a chance for his life,' and the tall form of Allen again intervened between me and the mob. 'Well, what chance would you give him?' Allen studied a moment and then turned to me and asked, 'Doss, you say that you can beat anything around these parts on that wheel?' 'That's what I said.' 'Well' said Allen, turning to the mob, 'suppose we adopt this plan. He says he can beat anything we've got, and suppose we let him try it. The plain to the west is as smooth as glass. You will remember that at the ten-mile limit there is an abrupt precipice of several hundred feet, and should he get away, certain death awaits him anyway, and we will all be avenged. Give him a start of one hundred yards of Hinkley's bloodhounds, and let them go. If they catch him it is death, and if they don't, the precipice will do its work.'

"The plan was received with a shout. A man was sent to get the dogs, while another was sent to get my wheel. The wheel was inspected and oiled, and I was placed at a point having the one hundred yards' start. I pulled off my coat and vest and girded myself for the race of my life. To the west I could see the plain extending away as smooth as the best race track ever was. Beyond, I imagined I could see the bottom of the precipice, and pictured myself a mangled corpse thereon. However, I was not allowed to pose in this state very long. 'Are you ready?' 'Yes,' said I, between my teeth, as I nerved myself for the ordeal. 'Then let her go.' With a shout the hounds were set free, bounding after me, all the while uttering their deep, characteristic baying. Gentlemen, this was the moment where nerve and grit were required. I have said before that this wheel could be made to make better time than any bicycle of today, and I knew what I was talking about. At the word 'go' I set myself against the wind with lightning speed. But the dogs? You want to know what became of them? Well, they were never seen after the quarter had been passed. At the half I was running away with myself; at the three-quarters I didn't know where I was, and at the post I was ten miles ahead. The fact is, gentlemen, I flew along so fast that the wheels did not actually touch the ground. I actually flew. But all the while I was drawing nearer the precipice. It came with a rush; it was so sudden I could not tell just how it happened; but, would you believe me, gentlemen, when I tell you that when I shot over the brink I was going so fast that I simply floated down with the ease of a bird. The revolution of the pedals, so lightning-like, acted the part of wings, and I gradually descended to the bottom of the plain beyond the precipice and touched ground with the ease of a bird alighting on a fence. I did not wait to see if the dogs or any one else were at the top of the brink. I rode to a good sized town about five miles farther on and prepared to for-



sake that country on the next train, which I did. I came straight back to Indianapolis, and have been here since and intend to stick to her. I have never heard of that town since. This is a little out of the story, but let me advise all of you to stay at home and leave Kansas prairies alone. Gentlemen, I wish you all a merry time in your work tonight."

With that, Shafer bowed himself out of the office. The men remained a few moments discussing the points of the story, and then each went to his respective beat. "What an elegant horse auctioneer was lost when that man became a policeman," remarked a man whose story had been eclipsed by the one which Shafer had finished telling.

Oh, these Frenchmen! How they do like to make a sensation! Their latest attempt is detected in a letter to Tom Eck, asking for the entry of Johnson to some Paris races and telling him that the entries of Bliss and several other Americans had been received. The writer was Louis Suburbe,

GEO. W. COFFIN.

The accompanying likeness is that of Geo. W. Coffin, a coming man in the east. He showed prominently at several race meets last season, and will ride faster than ever this year.



GEO. W. COFFIN.

Coffin was born in Portland, Maine, twenty-one years ago, moving to Newark, N. J., in 1884. He took up cycling while employed in the North Ward National Bank, in that city. Three weeks after learning to ride he started in the ten-mile road race of the Atlanta Wheelmen with a handicap of five minutes, and, to the surprise of all, beat the scratch man over six minutes (an actual gain over him), winning the race easily. He has never yet been in proper training, but will this year try to get down to good shape. Coffin's stronghold is in road races or long track races. The hardest and longest race he ever competed in was the 100-mile race from Philadelphia to

Newark, May 16, 1892. Out of eighty-six starters, Coffin finished first by four minutes, riding and running through eighty miles of mud, the last twenty miles being macadam. He has ridden in three Irvington-Millburns. The first time, in 1891, his handicap was ten minutes, but he got lost in the scuffle; in '92 he was given five minutes handicap and finished fourth, in the excellent time of 1:18:06; last year he rode with the :30 men, finishing the distance in 1:17:00. His best mile was made last fall at Springfield, Mass., where he surprised himself by doing 2:08½. During 1893 Coffin won sixteen firsts and twelve seconds.

FOREIGN NOTES OF INTEREST.

Wheeler has been confined to his room in Paris with chills.

Hong Kong has only ten miles of road suitable for cycling.

Emil Salmson, a Swedish racer, won forty-three prizes last year.

It is estimated that 20,000 bicycles will be ordered for the German army.

Kurz, the celebrated Austrian road rider, intends to establish the Vienna-Constantinople record.

In Italy, Massetti proposes to establish records between Turin and Trieste and Milan-Rome.

Martin, the American, and Lambrecht, of Lyons, are matched for a 100-kilometer (62 miles) race.

Russian cyclists propose to establish records from Moscow to Paris, and from Moscow-Vienna and Moscow-Berlin.

Gordenitz, the Hungarian captain who will ride a bicycle from London to Jerusalem, will cross the channel upon a nautical cycle.

The King of Portugal is much interested in cycling. He has given large grounds in the vicinity of Oporto for a cycle track, which will be open next month.

A. T. Crooks is training upon the road at present. He intends to take part in short-distance road races before training seriously for track racing. He is taken care of by Wheeler's trainer.

In Italy, as in France and Belgium, there is a cycle tax. At Milan the tax is \$2.40. To support the protest sent to the council of state, the Milan cyclists, to the number of 4,000, have refused to pay the tax.

A cycle club of Leipzig has organized a relay race from Berlin to Vienna, and from Vienna to Rome. The trip will consume ninety hours. The best German, Austrian, and Italian riders will take part.

The French think it very strange that there are no official timekeepers attached to the L. A. W. in the United States. They say it is about time they followed the example set by England and France.

Lumsden retired from the eight-day race at Paris because the management would not pay him \$100. Some cycling journals claim he was bought off by a bookmaker. Lumsden says he will sue them for damages.

The total tax upon bicycles received in the province of Brabant, Belgium, amounts to 33,000 francs (\$6,600). This sum will be used to construct cycling paths along the main roads. The width of the path, covered with a thick bed of cinders, is eight feet two inches.

Cycling is in great favor in Zanzibar. The English and Indians are faithful followers of cycling. Besides the safeties, several tricycles are to be seen. The sultan of Zanzibar is very kindly disposed toward the cyclist. There are two splendid roads from Zanzibar to Chocoham, and the one from the capital to Tchoneni, the northern point. The publishers of the *Bicyclette* and *Paris Velo* and *Cycliste Belge Illustré* send the sultan a complete collection of their publications for his sympathy with the cyclists.

It Runs Easy

That is what they all say when they first mount a TRIBUNE. There is a reason for this, and they are right. Using good material will not alone make a good bicycle, there must also be fine and accurate workmanship; the bearings must be perfect, the chain must fit the sprockets, and all friction must be avoided. It takes time and costs money to build bicycles in this way, but they give the rider satisfaction. **TRIBUNES are built for the rider** and not for jobbing houses. Insist on having a TRIBUNE; there is not so much profit in it for the dealer but there is more value in it for you.

THINK IT OVER.

Catalogue Free.

Mention The Bearings.

The Black Mfg. Co., Erie, Pa.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, APRIL 27, 1894.

No. 8.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 112-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

RIDING FOR CASH.

The accepted meaning of a Class B rider: A man hired by a manufacturer to ride his make of wheel for so many dollars per month; a rider who competes in events, prizes not to exceed a value of \$150, which he either sells or gives away to his father, brother or friend to sell for him, his only object being to get cash.

A professional: A man hired by a manufacturer to ride his make of wheel for so many dollars per month, a rider who competes in events opened for cash prizes, his only object being to get cash.

Wherein, then, lies the difference between a Class B rider and a professional?

Prince, Berlo, Wheeler, Ashinger, and Waller are today as much entitled to ride in Class B, from a standpoint of right and wrong, as is John S. Johnson, J. P. Bliss, W. C. Sanger, Geo. Taylor, W. W. Windle, M. F. Dirnberger, and a host of others, so-dubbed amateurs. They are all riding for cash, pure and simple, and the most they can get out of it, both from the manufacturers and the sale of prizes. Amateurs?? Rot! Do away with the deception and have 'em all ride openly for cash.

RODE RINGS AROUND THEM.

The San Bernardino (Cal.) "Times-Index" says: "The Fowler team, composed of Macy Thompson, Joe Wilson, and Gus Boren, defeated the R—— team on the 19th inst., at the cycle races held in this city. The Fowler team won a majority of the events, one of which was the county championship, by Thompson.

The Fowler riders rode rings around the R—— team in the five-mile team race, getting 68 points to the R—— 34. But—they rode Fowlers.

KNOW THEIR BUSINESS.

The Kirby Cycle Co., of Chattanooga, Tenn., only embarked in the cycle business in February, but the way they are selling wheels is a caution. Chattanooga is one of the finest cities in the United States for cycling, and the surrounding country roads are almost as good as around Denver. A great cycling boom is on in Chattanooga, and



H. N. KIRBY.

this hustling firm, composed of Harry N. Kirby and John C. Vance are doing things up in a way that opens the eyes of the old agents.

They will surely sell seventy-five Fowlers, and as many Kirby Specials, their two leading wheels. They have a fine show room and repair shop and everything connected with their concern has an air of success and prosperity about it.

Mr. Kirby will be remembered as having made a splendid showing last season on the track against some of our best cracks. He contemplates following the circuit this year, and is having a special Fowler built for his use.

A TESTIMONIAL WORTH HAVING.

Editor FOWLER TRUTH: I have a very high opinion of the Fowler, and I wish to add my little say to the many you have received. Last spring I purchased one of the best known bicycles in this country, and in one month had broken two frames. I then traded the wheel and some cash for a twenty-eight

pound Fowler, on which I rode ten centuries and at least 1,500 miles in the city last year, making a total of 2,500 miles. During that time I never touched the wheel with a wrench for the purpose of tightening anything.

On examination yesterday I found the wheel in such perfect condition that I will ride it this year. This, I think, considering the fact that I weigh 215 pounds, is an unequaled record for the wheel.

Yours respectfully,

W. MONTROSS.

Chicago, March 26, 1894.

PURE AMATEURS WIN ON "FOWLERS"

The Fowler has already started in to make its 1894 record. A telegram from our New England agents reads:

"In Hyde Park five-mile road race the Fowler gets first and second place and first time." B. B. EMERY & CO.

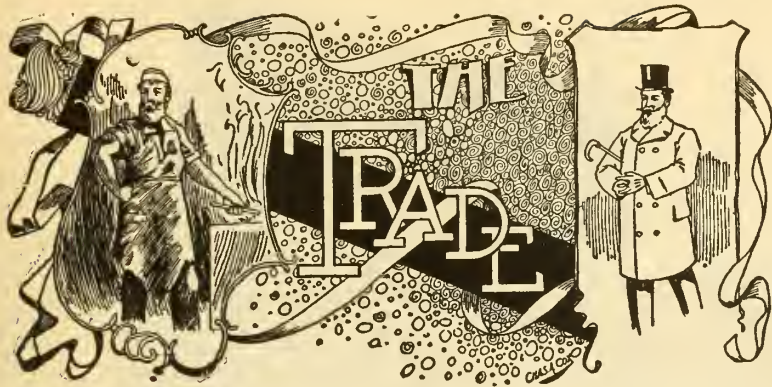
Mt. Bowdoin, Mass., April 19.

This is but a starter. Wait until you hear the Decoration Day returns, and see how the Fowler shows up among the racing men who do not have to be hired to ride bicycles.

Put on your specs and look closely at this picture.



He's mounted on a Fowler—weight of rider 215 pounds; weight of wheel, 28 pounds. Never touched a nut in 2,400 mile's riding, or made an adjustment, but—he rides a Fowler.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

GOTHAM TRADE HAPPENINGS.

The "Liberty" Selling Well—A Glowing Testimonial for "Simplicity 47" Tires—"Cleveland" Sent to France.

NEW YORK, April 23.—A record was made at the Brooklyn store of the Wilson-Myers Co. last Saturday. Eighteen wheels were sold for cash and a number of others on the installment plan. All told more than fifty machines have been sold since this store was opened a short time ago.

The Crawford line has caught on and any one desiring a juvenile or moderately cheap wheel go direct to Barney Whymper, who fits them out in a manner entirely satisfactory.

As a matter of fact Elliott Burris is making a "hit" with his "Simplicity 47" tire. Orders come piling in with each mail and the reputation of the tires seems to have been made, notwithstanding the earliness of the season. One testimonial as to the easy running quality of the tire was given in person recently by a young man who had given his old wheel to Mr. Burris to rebuild. He said: "Did you ever float along in the air about four hundred yards from the earth, aboard of a balloon? Never did, hey? Well, then, you have never ridden Simplicity. I'll be darned if it ain't like dreaming of Aladdin's wonderful lamp to ride a pair of your tires."

G. Minturn Worden, manager of Hartley & Graham's bicycle department, is around in good shape after a recent slight indisposition caused by a heavy cold. Mr. Worden says that Remingtons are appreciated this year and orders are correspondingly large.

F. W. Ensworth reports a shipment of Clevelands to Paris last week. He says that orders are coming in from all sections of the country. Whether a representative of the company has been there or not.

W. H. Webster, the energetic manager of W. C. Hodgkins & Co., 300 Broadway, is an old-time wheelman, having served twelve years in the employ of A. G. Spalding & Bros. At one time he was prominently known in Chicago club circles. Hodgkins & Co. are New York agents for the Union, and the drive which is being experienced by that make right now keeps Webster on the jump.

On May 1 the Wilson-Myers Co. will take possession of a store, 4 Warren street, and make it their down-town branch. The store is large and spacious and will become a valuable addition to Cycle Row.

Sidney Bowman, who carries a full line of Waverleys as well as Columbias, has a "full house," so to speak, every night. Recently there were over fifteen customers in at the same time, all looking to buy. "Sid," who, as a racing man, and the same good fellow that he has proven himself to be in the trade, is blessed with one thing which a number of self-styled smart men—lack, that is—business tact. When a little boy opened Bowman's front door the other day and tremblingly asked "Hey, mister, will yer give us a catalogue?" the average business man would have answered, "No! get out of here, quick." What did Sidney do? Nothing at all excepting to reply in this style: "Certainly, sir. Step in, won't you? Don't be afraid, here let me show you a wheel that will just suit you. There, ain't that a beauty? Get on it and see if it fits you. By George, it does. Just fits. How do you like it? What's that? A little longer? Oh! Bully, hey? Well, you bet it's bully. Here's the catalogue, come again."

Now that's what makes a man popular. Bowman spent two minutes setting that youngster's brain afire on the bicycle question and, as he reasoned later, "The boy will set the 'old man' crazy talking bicycle and will never let him rest again until he has, at least volunteered to pay me a visit any way. Don't you see the advisability of using tact? Sure, it pays."

F. W. Aymar, who runs the up-town Remington store, is about settled in his new quarters on Grand Circle Fifty-ninth street, and Eighth avenue. The location is certainly a choice one and the store has over forty feet frontage although but a few feet deep and of the triangular shape. A complete line of Remingtons is handled. No renting is done by Mr. Aymar, but his installment plan inducements are most easy. During the severe storm a week or so ago the sign of the house, weighing over 800 pounds, was torn from its place and sailed through the air, striking the side of an adjacent building so hard as to break it into pieces.

Percy Snyder will also move to the "Circle" on May 1. He has been located at the corner of Broadway and Fifty-eighth street for some time past and carries the Syracuse, and Raleigh lines. Mr. Snyder, whose father

is a member of the well-known sporting goods firm of Peck & Snyder, reports the demand for Syracuse wheels as being truly wonderful in consideration of the short time, comparatively, in which they have been on the market. Mr. Snyder has complete control of the city for this line of wheels.

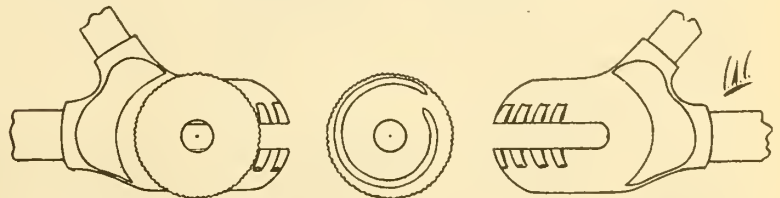
IMPROVEMENTS ON THE "NATIONAL."

The National Cycle Mfg. Co., of Bay City, Mich., have caused considerable talk since they entered the trade a few weeks ago. They certainly have a very handsome wheel. It weighs twenty-five pounds and sells for \$125. It has a twenty-two-inch high frame, a ten-inch head, forty-three-inch wheel base and twenty-eight-inch wheels.



Something entirely new in the way of a chain adjustment is used by this firm. Its simplicity and the ease with which equal adjustment is made commend it. It will be noted that the entire service is performed by one washer on each side, which can not be lost, bent or broken.

The forged forked ends have teeth milled to correspond with the scrolls on the inner side of the washers (through which the axle passes) which travel over them as they are revolved. The cones on the axle are of the same size as these washers. It is consequently self-evident that when



the wheel and sprockets are in line, and the axle nuts screwed to place that the entire rear end of the frame is as securely locked as any other part of it. By this union of all the rear parts of the bicycle, the strain of the driving power is distributed throughout the rear frame, instead of putting it all on the sprocket side bearing.

Absolute equality of adjustment of both sides is obtained by any one, as the wrench is only used to loosen the axle nuts. The fingers turn the washers and make adjustment to the finest degree necessary. It works easily, quickly and accurately, and lends rigidity to the entire rear frame.

Trade Changes.

NEW YORK.—Eastern Rubber Mfg. Co., of Trenton, N. J., new store opened at 90 Chambers street, with stock of bicycle goods.

CLEVELAND, OHIO.—The Bishop & Babcock Co. are placing five styles of bicycle pumps on the market.

BOSTON, MASS.—Pope Mfg. Co., order booked from Philadelphia Park Commission for full equipment of bicycles for Park policemen.

TOLEDO, OHIO.—Toledo Bicycle Co., now owned and operated by John B. Meilink, is turning out twenty wheels a day, and employing fifty men.

JERSEY CITY, N. J. The Joseph Dixon Crucible Co. are putting cycle chain graphite on the market.

BROCKTON, MASS.—F. D. Churchill, bicycles; deceased.

SCRANTON, PA.—Fred C. Hand, bicycles, burnt out; insurance unknown.

NASHVILLE, TENN.—E. D. Fisher, bicycles; sold out to J. H. Fall & Co.

ATLANTA, N. Y.—F. W. Waite, bicycles; burnt out.

DETROIT, MICH.—Detroit Cycle Co., Limited; reported closed under chattel mortgage.

CUBA, KAN.—B. Kesel & Sons, hardware and bicycles; sold out.

GREENLEAF, KAN.—C. W. Young, hardware and bicycles; sold out.

TOLEDO, O.—The Royal Flush Cycle Co. about opening business at 40 and 42 Erie street, will do a jobbing and general manufacturing business of bicycle supplies. The company is now composed of E. J. Doutret and H. J. Thompson.

FILLMORE, CAL.—Brevetor & Goudge, hardware and bicycles; store damaged by fire.

CHARLESTON, ILL.—W. F. Gunther, hardware and bicycles; deed for \$2,200 reported as having been recorded.

GLIDDEN, IOWA.—P. W. Kempster, hardware and bicycles; chattel mortgage for \$954 reported to have been recorded.

MASON CITY, IOWA.—J. W. Konvalinka, gunsmith and bicycle repairing; bill of sale recorded for \$1,500.

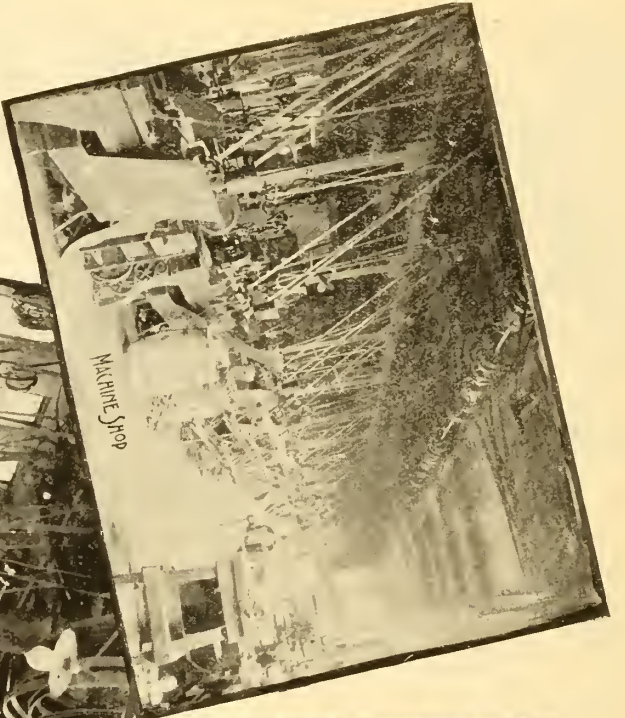
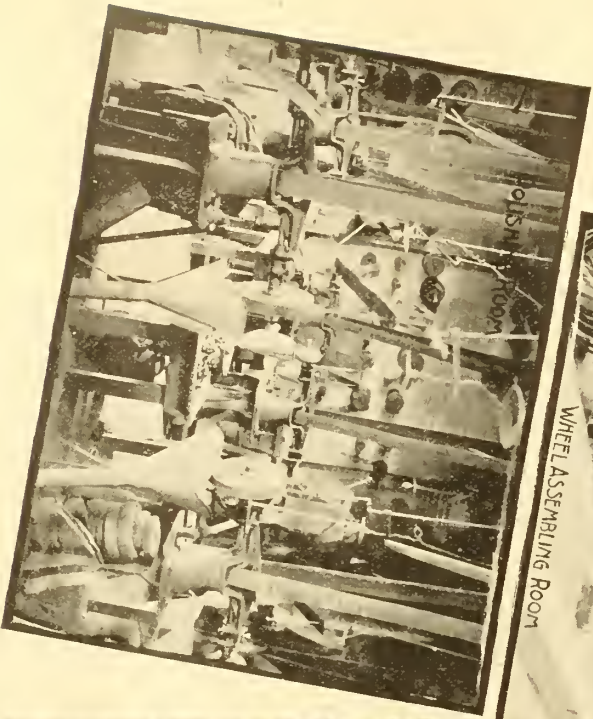
TURIN, IOWA.—Utterback & Son, hardware and bicycles; chattel mortgage for \$2,293 reported as having been placed on record.

WEBSTER CITY, IOWA.—James McMurchy, hardware and bicycles; real estate mortgage for \$5,000; reported placed on record.

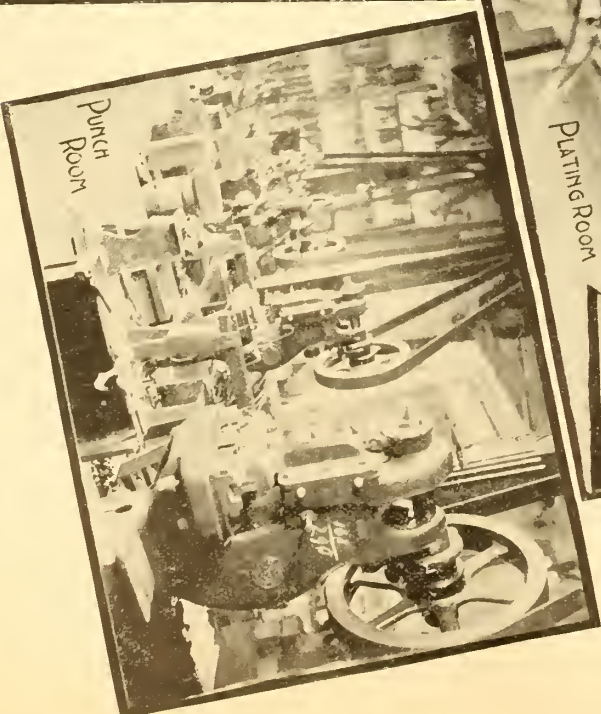
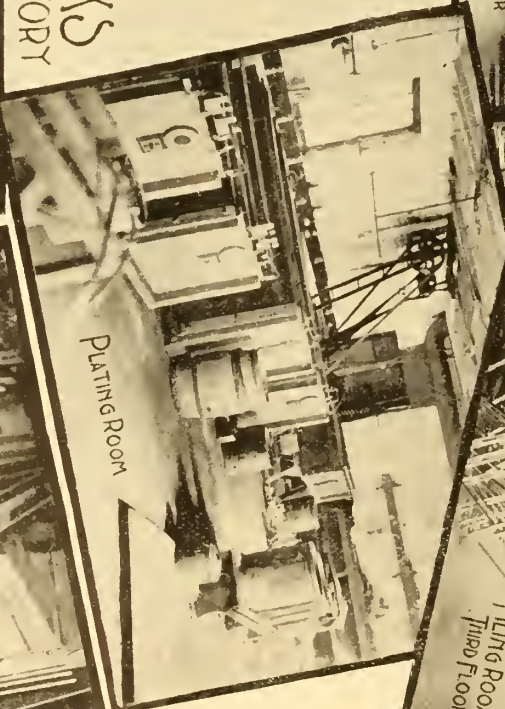
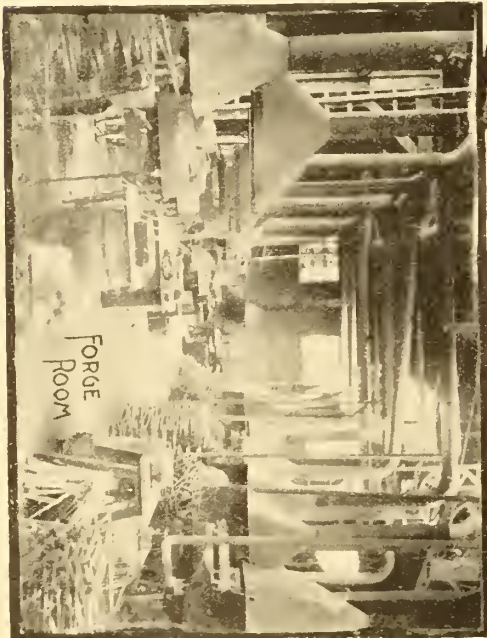
BALTIMORE, MD.—Geo. W. Trimble, hardware and bicycles; assignment reported.

PORTLAND, MICH.—Newman & Kennedy, hardware and bicycles; dissolution reported.

PLAINFIELD, N. J.—Zimmerman & Rumpf, hardware and bicycles; reported to have confessed judgment of \$6,994. Has been succe-arl Zimmerman.



INTERIOR
VIEWS
OF THE
WESTERN
WHEEL
WORKS
FACTORY
(CHICAGO)



THE WESTERN WHEEL WORKS.

Where Two Hundred Finished Bicycles Are Turned Out in One Day—A Huge Plant.

Twelve hundred workmen make the great factory of the Western Wheel Works, Chicago, resemble a huge bee-hive. The men are fully as active as the honey-makers, and the result of their labors is 200 wheels per day. A visit to the W. W. W.'s factory makes the eyes of the visitor protrude far enough to hang hats on. So much machinery and so many men are bewildering to the novice, and he can only stand around and gape at the many wonderful things going on around him. A BEARINGS man was shown through the factory last Monday, and the sights he saw would fill a small book.

Passing through the handsomely furnished offices of the company he was ushered across a small courtyard into the boiler room, where two large Heine safety boilers are in operation. The room was cool and clean, and the engineer wore a white shirt. The next room contained two engines, one of which furnished power for the entire factory, while the other was used for furnishing power for the incandescent lights. The factory is heated by hot air. Leaving these two rooms the visitor was ushered into the machine room, where the real work of making bicycles was witnessed. Two hundred men were bustling around, and 150 machines were in operation. The grinding-room is on the same floor, as is also the sand-blast and tumbling room, and receiving room for stock. In the chain and punch room was witnessed an interesting operation. Every chain is fully tested by being put on two sprockets, and then run with lightning-like rapidity, a heavy weight attached putting a strain on the chain that even a Sanger couldn't put on. Forty huge forges, like as many fiery eyes, glowered on the visitors in the forge rooms. Here are also placed the enameled and tempering ovens.

The Second Floor.

In one corner of the second floor the tool-makers are found. They occupy two rooms, and make all the tools required to turn out the bicycles made by the Western Wheel Works. Over two hundred men were working in the frame fitters' and filers' room. Next door was the polishing room where polishing of all sorts is done. Passing through another door the visitors thought they had run across a drug store. It was only the nickeling department, and eight vats of double size were busy in adding luster to dirty pieces of steel. The buffing room came next, of course, and here the fine finish was put to the freshly nickeled parts. In one room on this floor the workmen have nothing else to do but to make wheels. Here holes are bored in rims, spokes adjusted, and tires fitted. Here is a machine for threading spokes, and one man turns out 45,000 spokes a day.

Third Floor.

Another flight of stairs was ascended, and the enameling room visited. Here were six double ovens fired twice a day. The ovens were filled with wheels, which are left there about six hours, exposed to a temperature of 400 degrees above zero. As soon as the oven doors are opened the workmen have to rush in and bring out the frames, although they are nearly overcome by the heat while doing so. The rubbing room is next door, and here the frames are rubbed down after each coat, just like a racing man after each race. On this same floor is another frame room for filing and fitting frames. Also two big rooms for the manufacture of saddles, tool-bags, and mud-guards, for the Western Wheel Works make everything but tires and wood rims.

Fourth Floor.

There is plenty of spare room in the shipping room on this floor, for no sooner does a wheel land here than it is seized and sent out. The wheels come from the crating room, where the numbers are put on and the machines crated. In this latter room was seen a child's wheel, fitted with twenty-inch pneumatic tires. This wheel was built to order, and is believed to be the smallest pneumatic-tired bicycle ever made. On the fourth floor are also the stock room for finished parts, and the assembly room, where the wheels are put together. In the latter place every man has his part of the wheel to assemble, and so the work goes on with clock-like precision.

The factory occupies 250,000 square feet of floor room, and the company expect to turn out 35,000 machines this year. They are now behind in their orders, and are working overtime. The capacity of the factory is 40,000, but the demand for wheels does not last long enough to push them this hard.

ENGLISH TRADE NOTES.

LONDON, March 24.—There is evidently going to be another mania for cycle companies over here, and this week the "Cycle Components Mfg. Co., Ltd.," has been formed. The company is to take over the business and patent rights in connection with the cycle trade belonging to the R. F. Hall Mfg. Co., Ltd., Thomas Warwick & Sons, Ltd., Hudson & Co., Ltd., the Westwood Wheel Co., Ltd., and the gear-case patents held by Harrison Carter. The capital is \$875,000, which is "quite sufficient," as the song says. Whether or not the affair will be a success no one can say, but it looks to

me very much like an attempt to obtain a big monopoly, which will, if successful, be anything but good for the interests of riders and the trade. Thank goodness, the Jointless Rim Co., Ltd., is not in the swim. If it were I don't know what we should do. Already there has been an attempt on the part of one tire company to boycott a certain rim in which it was not interested, and it is this kind of thing which makes me dread any one-sided monopoly being established. It will be a very good thing for the trade when some of the present patents, more especially those relating to rims and tires, run out. However, the new company is evidently going to become an established fact, and we shall see what we shall see. The directors are Messrs. Harvey Du Cros, R. F. Hall, Frederick Warwick, Walter Evans, and Arthur Du Cros.

Although not a purely trade affair I may mention that Mr. R. J. McCreedy has taken the advice given in "Utopia [Limited]" and turned himself into a limited liability company. The object is to run the *Irish Cyclist* and the new English wheel paper, *The Cycle*. Seeing how relating the trade and the cycling press are connected here, it may be said that the affair has more to do with the makers than at first sight appears. Hence my alluding to it.

The New Dunlop Racing Tire

has at last made its appearance, and is not in the least bit like the tire about which such a fuss was made in certain quarters toward the end of last season. It is attached to the rim in precisely the same manner as the '93 pattern roadster, now so well known. The new departure is that although the threads forming the outer cover are woven closely together at the edges of the tire, they are loose and unwoven over the tread, where they are on the cross. The roadster tire is only altered in that the canvas is now cut on the straight and is much more loosely woven than heretofore. I fancy that the new patterns will be considerably faster than the old ones and less liable to

internal damage, but they will require a little more pumping. I do not, however, like the valve fitted to the racing tire, and I should think that the company would soon alter it and provide one of a somewhat better kind.

I hear that there has been more grumbling over the delay in delivering machines this Easter than in any previous year, and several perfectly monstrous cases have come under my personal notice. Seeing that the shows are held in the autumn entirely to prevent this kind of thing, and with the special object of allowing the manufacturers ample time to cope with their orders before the riding season fairly opens, it does seem strange that riders should be kept waiting months for machines. Yet such is the case, and this Easter many wheelmen have been disappointed. The matter is really getting serious from a trade point of view, for if it takes from four to five months to complete an order for a standard pattern safety, it is quite evident that foreign competitors could easily supply quite as fast as the English manufacturers, if not faster. I know of several cyclists who ordered their machines prior to the Stanley show who are so disgusted with the delay that they will not place any more orders with the firms which have treated them so badly. This is a pity, but no one can deny that the manufacturers have only themselves to

blame. They are going a long way toward killing the goose which lays the golden eggs.

A good many manufacturers do not take very kindly to the John Griffiths' Cycle Corporation which is perhaps hardly to be wondered at. Speaking to the manager of one of the biggest houses here the other day, he assured me that he looked upon the affair as a nine days' wonder. Well, he may be right. Any way, I will not hazard an opinion as yet. Certainly the corporation has the credit of doing a big business at the present time, and there is no reason why it should not continue.

The good old rumor that

Cyclists are to be Taxed

has again been circulated over here. I am glad to say that I have it on the very best authority that there is not the slightest truth in the statement. I am very glad of this for there can be no doubt that the effect of a tax would be seriously felt by the trade. Things have not been so rosy of late, and the falling off in orders which would inevitably result, were even a small tax enforced, would make matters far worse. The trade could have stood it better five or six years ago than now.

Northampton is coming to the front very rapidly as a center of considerable importance and there are now several well-known firms located there. The Grose and Dover gear-case makers are very busy. It is now completely settled that no machine is first-class unless the chain is properly protected, and, therefore, there is a large demand for cases of all kinds. Carter's, however, more than holds its own, and there is evidence of a slight reaction in favor of the fixed pattern, which I am very pleased to note, for I personally do not think the detachable cases are so good, except in a few instances.

Several machines fitted with wooden rims are to be seen in the London district, but I feel perfectly certain that they will not do over here. There is undoubtedly a strong prejudice against them, and this would be difficult



to overcome, even if any distinct advantage gained by the use of the novelty could be shown. As there is little or no diminution in weight there is some difficulty in explaining wherein lies the merit of the rims. Those riders to whom I have spoken upon the subject and who have tried the rims in actual practice say that there is no difference in the running. Therefore I endorse the sentiments of a well-known London manufacturer who is of opinion that for English roads there is nothing like steel.

The decision of the annual general meeting of the Cyclists' Touring Club not to embark in the cycle trade by asking manufacturers to supply members of the club with

Machines at a Special Discount

can not but be welcomed with rejoicing by the trade, more particularly the agents. Already there is quite enough price cutting in this country, and if the agents were requested to find another 10 per cent discount for C. T. C. members, I, for one, fail to see where it is to come from, provided, of course, that the quality of the cycles supplied remained the same. But, as was pointed out at the meeting, it is very doubtful if there would be any attempt to keep up the quality. Most probably \$75 machines would be listed at \$25, and then the C. T. C-ite, with 45 per cent discount would hardly score to advantage. Even were the club to make a contract with a certain firm to supply a certain number of machines during the year to members, there would come in the difficulty of suiting the riders individually, which would, I think, be no small item. Altogether the scheme would be most unwise and would, while bringing no real benefit to members, be manifestly unfair to the agents. The trade is to be congratulated that it is not to be asked to seriously consider the matter.

Another tire company, this time the Stubbs' Pneumatic Tire & Valve Co., Ltd., is being put upon the market. The subscription lists will remain open till Monday next, but whether or not the capital of \$125,000, in \$5 shares, will be subscribed, I can not say. The first issue is 15,000 shares, of which 10,000 are offered to the public. The object of the company is to acquire the British and foreign patent rights granted to Mr. S. H. Stubbs. The company was really incorporated in June, 1893, with a capital of \$25,000. The cash capital was \$12,500, with which sum we are told the tire has been improved and perfected. The company also acquire the Panzetta valve.

The Cook Tire Co., although but a comparatively small concern, reports excellent business. Calling on Mr. Manin at the London depot, the other day, I was informed that the output is almost more than the company can conveniently manage, and that it is a case of overtime every evening. Messrs. Starley Bros. think very highly of the Cook tire—which is, undoubtedly, a most excellent one—and a large number of their machines are fitted with it.

The Tandem Safety is Still Booming

over here, and is evidently going to become immensely popular during this season. To meet the demand Messrs. Marriott & Cooper have put a very elegant machine of this class upon the market. It is of neat design, and is constructed for a lady and gentleman, an additional top stay to the front portion making it a very strong mount for two riders of the sterner sex. It is, of course, a double steerer, being designed in the first place for a lady in front, the connecting links being from the crown of the front forks to the bottom of the long tube carrying the rear handle-bar. This tube is quite distinct from the frame of the machine, and terminates in the connecting links referred to some six inches above and behind the front crank bracket. I think that this tube might be made a portion of the frame itself, and this would give even increased strength, with hardly any additional weight.

There is no doubt but that the weights of cycles this year have gone up considerably, at any rate so far as road racing machines are concerned. The featherweights of a season or two ago have departed from us, and now the average road racing safety—by which I mean a machine suitable for light general road work—weighs about thirty-two pounds with gear-case. This is of course actual weight, for I regret to say that there are now two weights once more, viz., a maker's and an actual. Any way, I don't think we need grumble at the increase, for there is a distinct gain in rigidity and some of the featherweights of the past have proved but broken reeds. At the same time I hope that the movement will stop where it is, but I notice that one or two houses are piling on the agony too much. Fifty pounds is a bit too rough, even for a heavy roadster, and yet one which I lifted the other day must have been very close on that figure, although it was manufactured by a first-class firm.

The Appleby chains are well known all over the world, and hence it is interesting to note that Mr. Joseph Appleby has purchased the works and freehold at Aston, lately the property of Guest & Barrow, who dissolved partnership some little time since. This will enable the chains to have an even larger output than heretofore, which will doubtless be an advantage to a certain portion of the trade.

WILL O' THE WISP.

An English Opinion of American Wheels.

In looking at illustrations of American-made machines there is one point of distinction between them and English types which has always struck us very noticeably, and that is the method of attaching the saddle to the seat pillar, or rather the construction of the seat pillar itself. American manufacturers appear always to have recognized the enormous value of a full adjustment, and although many of their arrangements may be crude and unmechanical, the fact remains that it is the rule, rather than the exception, for the American manufacturer to give his customers machines so arranged

that the saddle is adjustable throughout the full length of the pin, and to any point between the extremes, a condition of things to which we are only now approaching in this country, and which very few firms indeed have yet adopted on this side.—*The Cyclist*.

A Miniature "Cleveland."

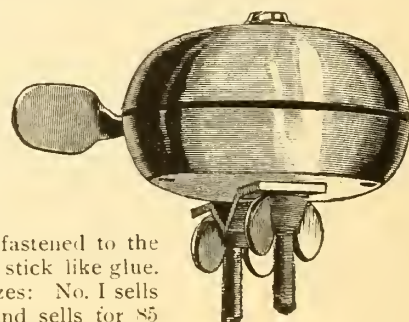
H. A. Lozier is fond of boys, any one can tell that by the way he talks of his son. He has seen the youngsters struggling along on "ice wagons" and has taken pity on them. This year the Cleveland stable has a new inmate. It is No. 14, a wheel built especially for boys on the same lines as the famous Cleveland. It has twenty-six inch wheels, one and one-half-inch Cleveland tires and weighs but twenty-five pounds. This wheel sells for \$75. Of this wheel Mr. Lozier has the following to say in his magnificent catalogue: "In the history of great improvements, rapid advancement and development in ideas of construction, convenience, weight,



strength and durability as applied to the modern bicycles, but little attention has been given to a wheel for boys. No one has catered to the comfort and pleasure of the rising generation, and those fortunate or unfortunate youths that now possess a wheel are propelling a weight of from ten to twenty pounds more than adults. Unwise, unjust and unfair as it may seem, these are facts, and it is with no small degree of pride that we place upon the market the Cleveland No. 14—a marvel of durability, a modern revelation of lightness and strength, embodying every essential point that has made the Cleveland wheel famous throughout the country.

Not a Chestnut Bell.

There are as many different kinds of bicycle bells as there are different makes of bicycles. And that is just the same as saying that they are countless. But bells differ in quality as well as bicycles, and we find few really first-class bells. One of the best we have seen is the Daisy bell, made by the Eureka Door Bell Co., of Boston. It is small and compact, is easily fastened to the handle-bar, and when once on will stick like glue. The Daisy bell is made in two sizes: No. 1 sells for 75 cents. No. 2 is smaller and sells for 85 cents. These bells give a warning that will be heard by a person many yards distant.



Fairchild With the New York Tire Co.

C. M. Fairchild, late of the Quadrant Cycle Co., has been appointed western representative of the New York Tire Co., with offices at Chicago.

1894 HEATH BALL PUMPS

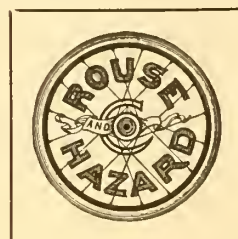
\$1.25 list.

DISCOUNTS TO THE TRADE.

Being overstocked on Heath Pumps, we offer them at \$1.25 each in order to reduce stock, with a liberal discount to the trade. We will send by mail to anybody, anywhere, on receipt of

\$1.50.

'94 Catalogue now ready and mailed free on application.

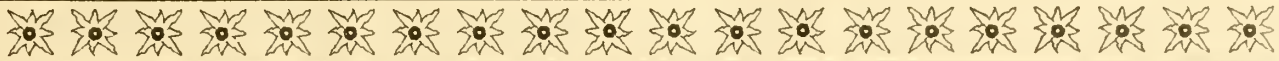


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Manufacturers of SYLPH and OVERLAND cycles; Jobbers of Western Wheel Works '94 Crescents and Acme Lines.

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OUR NEW THREE POUND GUARANTEED

ROAD TIRES

Are now ready for delivery. Prices, low.
Don't make any contracts until you see
our samples now ready; also our very low prices.

The Cyclone Clincher Tire

has never been known to roll or blow off the
rim of a bicycle. They can be safely ridden
deflated without coming off for great distances.
Thousands and thousands are in use and dem-
onstrate our statement to be true.

Don't buy clincher tires with flabby flip-
pers. In many instances they will not stay
on the rim when tightly inflated.

Send for catalogue and sample and study
its perfect construction.

**CLIMAX and REX Road are the Best
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EASTERN RUBBER MFG. CO., Trenton, N. J.

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ST. LOUIS, MO.,

90 Chambers Street.
207 Lake Street.
Arch near Broad, H. D. La Cato.
Goodyear Rubber Co
F. S. Haywood & Co, 86 Water Street.
Day Rubber Co.

Growing Demand for Wheels in Kansas City.

KANSAS CITY, MO., April 16.—The local cycle trade continues lively. There is no great or feverish demand for wheels, but a good steady business is being done. This season will see a larger number of new riders than ever before, chiefly men who will use their machines simply as a business convenience. The big demand for boys' and girls' wheels will not commence until the schools close June 1. This class of business is good for the dealers, as list prices are usually obtained, and there is, of course, considerable repair work to be done. Most of the cycling club men have bought their new mounts. Roadsters of twenty-five, or twenty-six pounds are the favorite weights, though several men are riding twenty-two pound wheels. Of course nothing but wood rims are sold on high-grade machines (except in case of the Rambler), and several men have had wood rims fitted to their old mounts. So far wood rims have given perfect satisfaction. The following is probably a complete list of dealers doing business here:

Stutz & Walker: Ariel, twenty-two, twenty-six, and twenty-eight pounds; Titania, thirty-two pounds; Featherstone's medium grades. Mr. Sam Yeakel, formerly of Goshen, Ind., is in charge.

Avery Planter Co.: Sterling, Fowler, Temple Special, and Road King. This firm reports a good business in Sterlings and Fowlers.

Kingman & Co.: The Kingman line, which comprises the entire Featherstone product, headed by the Road King, which is called Kingman No. 1. This house does a large jobbing business and considerable retail trade inside the city.

C. H. Rebenscheid & Son: The Stearns, twenty-two and twenty-five pounds; Waverley and Gendron. Also sundries and repairing.

J. H. Brunner Hardware Co.: The Rambler and the exclusive agency for the Western Wheel Works.

Midland Cycle Co.: The James, March, and Falcon line; sundries and repairing.

J. F. Schmelzer & Sons: Columbia, Featherstone's cheap wheels, and a large stock of cycling clothing and sundries.

Western Sporting Goods Co.: Victor and Credenda.

Richards & Conover: Sunol, for which they are general agents.

Clark Bros.: The Cleveland.

Kansas City Bicycle Co.: Syracuse and Featherstone's cheap wheels. This company has done an exclusive cycle business at the same stand for nine or ten years.

W. W. Egnew: Imperial, twenty-two, twenty-six, twenty-nine, and thirty-one pounds.

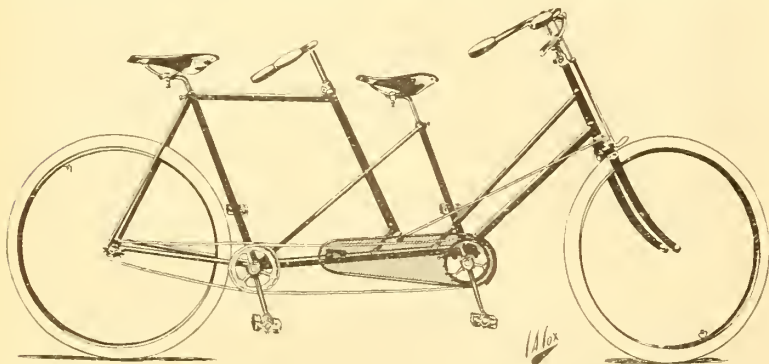
Walnut Street Storage Co.: Raleigh and Telegram.

American Bicycle Co.: Premier, Triangle, and Majestic.

Hall Safe & Lock Co.: The Halladay-Temple Scorchers twenty-two-pound road racer and twenty-six-pound roadster.

As Handsome as Their Triplet.

Supplement to the Gormully & Jeffery Mfg. Co.'s catalogue: "Presented now for the first time, with all the good points of the much-admired triplet, except that it is a bicycle built for two." As will be seen from the cut, special attention has been paid to the elevation of the rear seat, so as to give a clear view over the front rider's head, and at the same time the standard reach from the saddle to the pedals has been retained in the rear, the same as the No. 7, and in the front the same as the Model B; thus making it an absolute combination machine, as intended, for the use of a lady and a gentleman. Instead of the awkward and dangerous handle-bar steering connection, which has been used heretofore on this class of machines, the two steering points are connected by means of a bar low down and fitted



snugly to the frame, out of the way and very effective, giving clearance on each side of both seats, which doubtless will save the riders many an ugly fall.

"The wheel base is of moderate length—five feet ten inches—while at the same time ample distance is given between the front rider and the rear steering bar, a very essential point. The details of minor parts are the same as on the No. 7, or Model B, only such parts being modified as are necessitated by the difference in the two machines. Seventy-inch gearing will be furnished regularly, but if desired, sixty-inch, sixty-three-inch, or sixty-six-inch can be substituted. The finish is our regular black enamel, with parts nicked. The rims of wheels are also finished in enamel, but will be supplied with copper finish if desired. The chains are adjustable, each independent of the other. A new feature will also be noticed in this machine, that the rear steering bar has ball bearings. Weight, fifty-three pounds, with all on, including tool-bag and tools. Price, standard finish, \$200."

Curtis-Child Mfg. Co. Spreading Out.

PHILADELPHIA, April 22.—The old west Philadelphia drawing room, at Fortieth and Locust streets, has been purchased by the Curtis-Child Mfg. Co. of this city, and after a number of alterations and improvements have been made the firm will use it exclusively for the manufacture of their famous Solid Comfort saddles. The company also has in course of construction a pneumatic tire roller skate which will be placed on the market in a week or two.

Frank N. Dampman, the eastern agent for the Sylph and Derby, bought out the store and entire stock of Thomas L. Ordish & Co., of Chester, Pa., last week. Mr. Dampman will stock his new acquisition with a full line of Derbys, Sylphs, Overlands, and accessories, and has exceedingly bright prospects before him.

Puncture-Proof Bands in America.

The Puncture-Proof Pneumatic Tire Co., Limited, of England, are about to commence the manufacture of the puncture-proof bands in America. W. A. Vincent, the English manager, and J. Hubbard, manager of the factory in Dublin, will sail for New York on April 28. Proceedings will immediately be taken against infringers, it is said.

A New Phase of the Importing Trade.

A rumor which appears to have some foundation, in fact has reached THE BEARINGS office, to the effect that the 450 Humbers recently purchased of Montgomery Ward & Co., by Horace Bell, will be shipped back to England and disposed of in that country. The wheels have never been taken out of bond and M. W. & Co. probably thought it better to sell them very cheap, rather than to pay duty on them and take chances of getting their money back. If the wheels are taken back to England, Bell can doubtless sell them cheaper than Humber & Co., Ltd., could build them.

No Wood Rims in England.

It seems somewhat strange, but it is nevertheless a fact that wood rims are practically unknown in England. It must not be thought that we mean to assert that mechanics in our mother country are not acquainted with the use of wood in rims. It is a fact with American writers to call the English slow, but it seems the height of folly for the cycling public of this country to read such assertions with any degree of credence. It was England that gave us the bicycle, to say nothing of the safety and the pneumatic tire. England is, however, conservative. Her cycle builders are not prone to adopt new and untried devices which may, or may not prove a permanent success. That is the reason that wood rims are practically unknown to the riding public of the "snug little isle."

We said that the cycle builders of England are not unacquainted with the use of wood in rims. Perhaps they are so well acquainted with its use, that they will be saved the losses and annoyances that will overtake some of their more venturesome brothers on this side the "herring pond." They have tested wood rims in the leading factories and, had they proven thoroughly reliable, they would have been adopted ere this. The secret of the matter is the fact that wood rims will not stand severe tests. One prominent English firm ordered a lot of wood rims from an American rim maker, and when the rims were received, he found that in the whole lot there was not a single one that had not warped more or less from its original shape. He wisely thought that rims that would not stand an ocean voyage certainly would not stand a season's use on bicycles that were to be ridden in all kinds of weather over all kinds of roads.

The same experience has been gone through with in dozens of American factories, but the American makers, despite the fact that they were thoroughly convinced that wood rims were not what they ought to be, found themselves practically forced to use them. The craze for light wheels was so great that the very few ounces saved by using wood rims was well worth taking into account. Wood rims had been put on the market before the makers had had sufficient time to thoroughly test them; had been well advertised, and at first, seemed perfectly satisfactory. Therefore the riding public demanded them, and cycle manufacturers were forced to use them. It took a great deal of backbone for any one concerned to refuse to supply the general demand, and there was only one, of any note, that had the requisite "nerve" to do it. This was the Eagle Bicycle Mfg. Co., of Torrington, Conn. Even this firm realized that they would not "be in it" with the old style, heavy steel rims, and so their mechanics set about finding some substance that would be as light as wood, and would still produce a rim with the requisite strength and stiffness, and which would not be affected by the weather.

In aluminum they found exactly the substance that they wanted. Aluminum will not rust, tarnish, nor hold mud, like iron or steel; will not warp, twist, splinter or break like wood, and, as used by the Eagle company, is quite as stiff, light, and strong as either. After they had gotten the art of making aluminum rims down to a science, and had thoroughly tested them, they put them on the market on their own wheels. So great was their confidence in these rims, and so little confidence did they have in wood rims, that they decided to use these rims exclusively on their own wheels, and not to supply them to other makers, believing that, when the faults of wood rims were fully exploited, that they would, by the use of the only really light rims known, create a great demand for their own wheels. Already are their expectations being realized. The increased demand for Eagles has kept the factory running at high pressure for a long time back.

THE BEARINGS
CYCLING AUTHORITY AMERICA



Hear Ye!

The Triangle

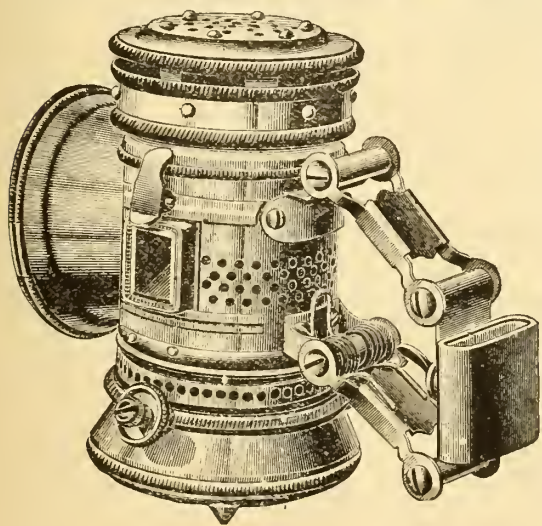
FOR Everybody.

ROADSTER, 31 pounds.
LIGHT ROADSTER, 25 pounds.
LADY'S WHEEL, 30 pounds.
RACER, 18 pounds.

THE PEERLESS MFG. CO.,
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GOODYEAR RUBBER CO., Pacific Coast Agents, 577 Market Street, San Francisco,
and 73 First Street, Portland, Ore.

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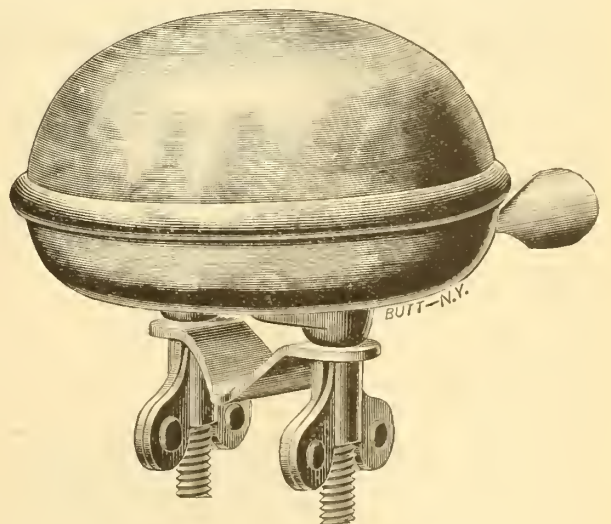


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A Radical Change in
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The only FIRST-CLASS Bicycle Lamp.

Have you seen the

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Indispensable to all dealers in supplies.



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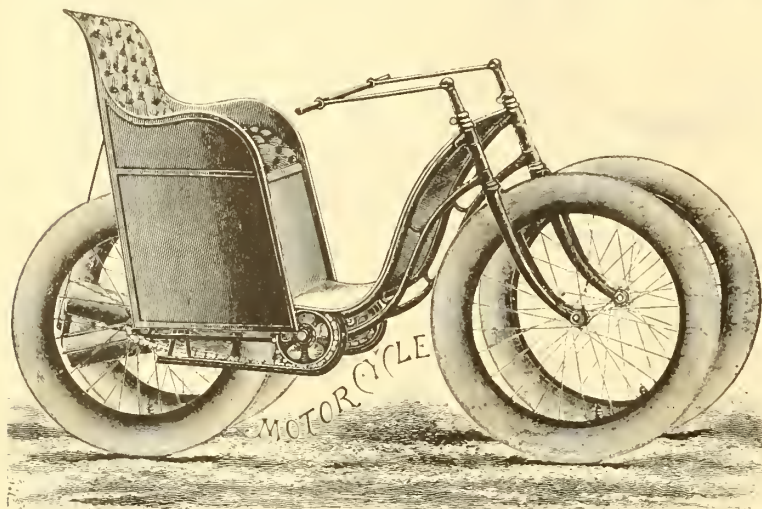
DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

A Cycle Built for Two.

This is an illustration of the Victoria Motor cycle, made by the Motor Cycle Co., of Cleveland, Ohio. It may look cumbersome, but it is said to run far easier than the finest carriage ever built. The machine is easily controlled, and is so low to the ground that it is easy of access for young and old alike. Four-inch pneumatic tires are used. The power is furnished by two hot-air engines between the two rear wheels, constructed on the same lines as a railroad locomotive. Owing to the fact that hot-air engines take



pressure over but one end, the mechanism is most simple. The can in front of the operator carries the oil, which is conveyed through the frame of the machine to the cylinders of the engines, where it is mixed with air. Being ignited, it expands the atmosphere and forces the plungers forward. Ordinarily, in engines of this type, a fly wheel is necessary to equal the load; in this case the passenger takes the place of the fly wheel, or, in other words, the velocity of the cycle and passenger combined pull the engines over the center and compress the charge behind the piston. The price of this bicycle carriage is \$500.

Crescent Scorchers in the South and West.

The traveling men connected with the eastern branch of the Western Wheel Works are meeting with great success in establishing agencies for Crescent bicycles. This is certainly a very popular line of wheels. L. C.

Osborne has just finished his Pennsylvania trip, and is now doing New Jersey. H. L. Drullard is making his second trip through Connecticut and Massachusetts. Geo. Brooker is in Alabama, and G. A. Litchhult has just finished his route through Virginia.

There is a very large demand through all sections of the country for the Crescent Scorchers, which is the leader of the Western Wheel Works, line. Not only is this wheel in demand in the east, but it is the popular wheel of the Pacific slope.

A Novel Inner Tube.

A man in Michigan has invented an inner tube for pneumatic tires that is novel to say the least. On the inner side of the tube is a flap that fits tightly against the top. In case of puncture it is supposed that this flap will remain unpunctured, and that the air forcing it against the hole will prevent leaking. In the repair, a gun containing rubber solution is put through the hole in the casing and tube, and the rubber solution injected therein is spread over the hole, between the outer and inner side-flap of the tire, forming a film and cementing the two together.

In case of a second puncture, in or about the same place, it is to be supposed that the old style repair would have to be made. The traveling man who reports this says that the patentee stated that a Chicago firm had purchased his patent.

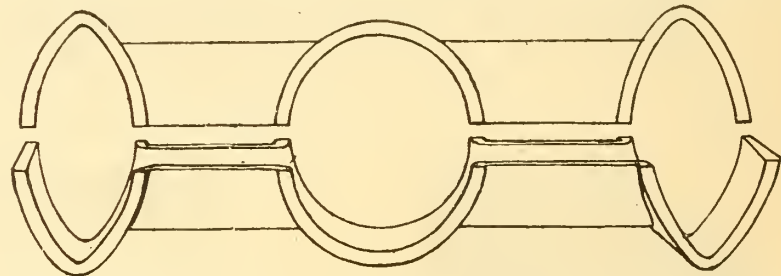
Stolen.

Stearns Special, No. 4315, 1894 model, weight twenty-two pounds, yellow wooden rims, nicked spokes, black frame, fitted with a Spalding cyclometer, which registered 265 miles when stolen from in front of the Chicago West Division high school, corner Honore and Congress streets, Tuesday, April 17. A reward of \$25 is offered by C. S. Salisbury, 1147 Lexington avenue. A reward of \$25 is also offered by the Illinois division for evidence that will lead to the detection and arrest of the thief of the above machine. The payment of the reward to be governed by the conditions advertised by the Illinois division.

Spalding Credenda Pacer bicycle, No. 10,000, with red rubber Goodrich tires, brown metal rims, a Credenda saddle and brake; also mud guards. Stolen from Horace Keith, 185 Main street, Brockton, Mass.

Stamped From Sheet Steel.

The Spaulding Machine Screw Co., of Buffalo, have just turned out something new in fork crowns. They are stamped from sheet steel and are very



strong. As may be seen in the accompanying illustration, the stampings are made in two parts.

"That Thieves May Not Break in and Steal."



It costs but \$1 to get one of these locks that defy thieves. W. H. Dieffenbacher & Co., 154 Lake street, Chicago, make it and call it the Irene automatic lock. It has four levers, and is non-pickable. It is made up in brass or nickel, and a fifteen-inch hardened chain goes with it. Two keys are furnished, and 150 changes of key are available.

The New York branch of the Western Wheel Works has issued a neat little pamphlet to their agents, giving "seven good reasons why you should sell Crescent bicycles."

Charles Sieg, of the Sieg & Walpole Mfg. Co., says: "It seems to be the general impression throughout the United States that the Ferris-Wheeler Co. is controlled by our company. Such is not the case, however. We simply buy goods from them and are in no way connected with the management."

Last week the F. F. Ide Mfg. Co. put on a night force of men, and by so doing expect to be able to catch up with orders soon. Since the season opened they have not kept a complete machine on hand over night. They report that the demand for the Ide Special alone, up to date, has exceeded their anticipations for the entire season.

In 1890 Ralph Temple operated a large riding school on State street, which bids fair this year to be eclipsed by his school at Twenty-second street.

The Premier Cycle Co. are turning out a track racer at eighteen and one-half pounds, actual weight, and a guaranteed road wheel at twenty-one pounds, all on, which is a marvel of rigidity and easy running.

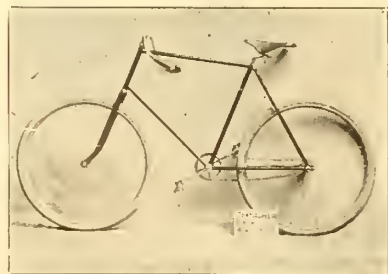
NOW OR NEVER!

This week's offer will consist of

1 Set Griswold's Folding Mud Guards, Price \$2.50,
1 Set Rankin's Toe Clips for Rubber or Rat-trap
Pedals, Price 50 cents and \$1.00, and 1 Stick Indian
Grapholine, Price 25 cents,

ALL FOR \$2.50.

Orders sent. Postal Note or Money Order.



Racing Bicycles Built to order. Give specifications and get estimate.

Ralph Temple Cycle Works,

158 22d Street, CHICAGO.

Have you heard of the FAIR SAMPLE?

Mention The Bearings.

THE BEARINGS

Vol IX
No 14

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, MAY 4, 1894.

THE INTER-STATE RELAY.

New York and Pennsylvania Cyclists Interested in the Race—Park Avenue Wheelmen in Difficulty.

PHILADELPHIA, PA., April 29.—The inter-state relay race, which will shortly take place from New York city to this city, is attracting much attention, and the indications are that there will be an unusually exciting race, the prizes which will be awarded by the New York *Times* being of such a character as will warrant the entry of eighteen of the fastest road riders in this section of the country. The start is to be made from the New York *Times* office on Park Row, and the men will finish at the Philadelphia baseball grounds, Broad and Huntingdon streets. The relays will be twenty-five miles, and each state will be represented by a team of six riders. The total distance is about one hundred and fifty miles. The race will take place on Saturday, June 2, and both the wheelmen of this city and of New York promise to give the event unusual prominence. Messrs. C. A. Dimon, of the South End Wheelmen, and Allen, of the Century Wheelmen, have partly selected the team that will represent Pennsylvania.

The Arrangements of the Race

are in the hands of the Atlanta Wheelmen, of Newark, N. J., who will be assisted by committees in this city and New York. The probable route of the race after leaving the New York *Times* building will probably be over the Barclay street ferry to Jersey City and thence direct to Newark. Then they will travel in a northwesterly direction, touching at Paterson, Belleville, and Boonton. Here the course will be changed and the riders will go down to Morristown and Springfield. A long run to Plainfield and Elizabeth will follow, after which the route will be through Rahway, Bound Brook, New Brunswick, Princeton, Trenton, and Bristol, and thence straight to Broad street, down which thoroughfare they will ride to their stopping place. The team making the largest number of points will be declared the winner.

Park Avenue Wheelmen Insolvent.

A big sensation was made in local cycling circles last week when it was announced that the supposed-to-be prosperous Park Avenue Wheelmen had disbanded on account of financial troubles. A short time ago an assessment was made on the members which was invariably criticised by some of the men, who repudiated the statement that the club was in trouble. The club had a big membership, but a great many were of the non-paying variety, which had been dropped of late, the last cleaning out amounting to some forty members. O. S. Bunnell, who has been the mainstay of the club since it became of any importance in the cycling world, has been backing it for some time, and in order to save the organization and enable it to pay its debts, secured a judgment for \$535, and at the sale of the effects of the club last Wednesday by the sheriff, he purchased the entire outfit, including the charter and furniture. It is his intention to allow the club to use these things for a nominal sum until the creditors of the club can be paid off, and it is the intention of the officers to pay every dollar of indebtedness. A house at 1704 North Thirteenth street has been secured, where the club will reorganize tomorrow night. With a reduced expenditure necessary to carry on the club, and the fact that those members of the club will only be retained who have the interest of the sport at heart, there is a bright future for the organization, which is bound to remain a factor in the cycling world which it has long commanded.

The past month has been one of special interest and activity to the members of the Roxborough Athletic Wheelmen's Club. There has not been one week when they have not had some extra enterprise on foot.

The Celebration of Their Second Anniversary

was the most important and successful event for several months, although their monthly smokers have attracted considerable attention. The pool tournament for the championship of the Twenty-first ward has been in progress for almost six weeks, and now is being rapidly brought to a close.

A novel bicycle has been invented in France for long-distance use, consisting of a model of a horse in place of the saddle, and ridden in the usual way. A company has been formed to manufacture the mechanical horse.

GENERAL COXEY TALKS.

He Says That There is Yet Time for Wheelmen to Organize and Join his Great Army—Crying Need For Good Roads.

WASHINGTON, D.C., April 30.—As General Coxey and his 300 tired followers came into Sligo enroute for Washington today THE BEARINGS' representative and Senator Morgan of *The American Wheelman* met the victorious hosts. Pushing their way to the carriage containing a pleasant looking gentleman, General Coxey, they introduced themselves. General Coxey was glad to know that the wheelmen of this country were with him in his crusade for good roads. "I feel," said he, "that our great army of unemployed should be given labor, and that there is no better way than to give them employment on the roads of this country. I advocate the setting aside of \$500,000,000 in money for the building of good roads. My ideas as to the division of this amount, you already have from the daily press. I would like to see more wheelmen enrolled in our movement. There is yet time, or we shall stay in Washington until we gain our object, if it takes all summer. Go and call for recruits and inaugurate a cycling 'Coxey' movement on to Washington. Let those wheelmen who can not come contribute a mite toward the trip of those who can. Let the cycling army come as quickly as possible for it may be only five days and again five weeks before we meet with success. Good roads are the one thing necessary to restore the prosperity of our country. With good roads our farmers can get their products to town when the season is best. The wheelmen of the country have supported us locally all along the line, but none have come through with us, and I don't know as I can blame them."

"When did you first lay your plans for this extraordinary movement?"

"Some two years ago. It has been brewing ever since. I have felt the need of this country for good roads."

"Have you had any interview with Colonel Pope or any other of the cycling leaders in the good roads' cause?"

"No, I have gone right ahead. The business matter was first and to tell the truth, the wheelmen never entered my head until the movement began. I should have liked their most hearty co-operation and can not see that it is too late now. We shall be here for two or three weeks and thousands of wheelmen might reach here before that time."

ST. PAUL WANTS A TRACK.

ST. PAUL, MINN., April 28.—A week of magnificent spring weather has opened up the riding season splendidly, and at this writing the roads in this section are in fairly good shape. Century trips, and runs out into the suburban districts will now engage the attention of the local cyclists, who will gladly welcome the change from "city pavements." The "city pavements" will not be very good riding ground (that is, in the business district) as the sprinkling carts have made their appearance, and from early morning until evening the water is literally poured over pedestrians, vehicles, and cyclists who happen to come within reach of the deluge. The dust is nicely laid, to be sure, but the effect upon the cyclists is far from pleasing. Cyclists, usually so quiet and peaceable will, in this town, for the next few months, do more or less "mud slinging," but as it will be against themselves, no one can complain of them.

The St. Paul Cycle Club has its hands full, and is hustling for coming events. Efforts are being made to secure a three-lap track, and a site near Como Park is being talked of. This would probably be the best location that could be selected, and if the efforts to procure this site are successful, it will unquestionably prove a paying venture for the club and other interested parties. A well-equipped track here would go a long way toward developing our racing material. St. Paul's racing men have been placed at a disadvantage and such tracks as have done duty in the past here have been unworthy of the name. The local flyers have been heavily handicapped, but their turn is coming, and when a favorable opportunity is afforded them, results equal to eastern work will be shown.

The St. P. C. C. is holding meetings every two weeks now. At a recent meeting it was decided to admit ladies as honorary members without initiation fees or dues.

WAITING FOR DECORATION DAY.

**Beantown Wheelmen Anticipate a Very Large Time on May 30—
The Linscott Road Race.**

BOSTON, MASS., April 28.—Boston is at present devoting all her energies to riding. The last two weeks have seen some perfect days and the roads have been in splendid condition. The consequence has been that the men have been out in very large numbers to enjoy the sport. Every road and every byway has been full of the merry wheelmen, skimming along on their silent steeds and making the paths ring with their happy laughter. This spring weather is intoxicating.

Boston is looking forward with a great deal of pleasure to the coming spring meet, which will be held in this city May 30. At last the final official programme has been issued by the general committee and it is as follows:

May 29.—At 4 o'clock in the afternoon the Grand hotel, on Columbus avenue, the L. A. W. hotel of the city, will be opened as headquarters for the renewal and application of new members. This will remain open till midnight, and here the officers of the division will be in session. Last year this proved a very wise move, and it acquired for the Massachusetts division a large number of new members. The souvenir badges, of which 3,500 have been ordered, will be given out then to all those members presenting an L. A. W. ticket. This rule will be even more rigidly followed than usual and absolutely

None of the Privileges of the Meet Will be Granted

to any one who can not show his ticket of membership. This is a matter of protection, and works both ways. It saves the League from having its leg pulled, to use a vulgar but very expressive phrase, by the wheelmen who might say that they were members of the L. A. W., and had forgotten their tickets. Then again it is a striking object lesson to those who are not members and who thus see at a glance what membership in the L. A. W. means. A word of description as to that badge: It is to be in the form of a five-pointed star, in pretty compliment to the Boston Bicycle Club, whose famous five-pointed star was first worn on the caps of the first American wheeling club. It is to be gold-plated, dull-finished, and the lettering is to be raised black enamel. This will be truly an artistic thing, and will be presented in little boxes done up in cotton-batting. The night before the meet will see the boys visiting the theaters and the various clubs, all of which will keep open house.

At 7 o'clock the next morning, May 30, the headquarters at the Mechanics' Building will be opened. The entire building has been engaged and it will doubtless prove valuable in case of rain. Here in the large hall wheels are to be checked if so desired, and they will be in charge of the Boston police force, or rather a portion of it. Refreshments of sandwiches, coffee, and doughnuts will be served to all L. A. W. members here on presentation of their membership tickets, and at 7:30 the morning run through the suburbs will be taken, under command of Arthur W. Robinson, of the touring committee.

At 10 O'clock the Parade Will Start

from Huntington avenue. It is hoped that this will be the biggest parade that the world has ever seen. The one last year was, and there is every indication that this year's will be larger than the preceding one. Five prizes will be offered for the parade. Three will be for the largest attendance of the League clubs, and the other two will be given to the L. A. W. clubs having the best appearance. This plan of offering prizes for the parade has always been found to be a very wise one, and has always resulted in bringing out a great many riders and in giving the parade a very fine appearance. The parade will be led by Overman's bugle corps and Chief Consul Perkins will be its chief marshal. Vice-Consul Miller will be chief of staff. It will proceed through the best streets in the city, and will be dismissed at 11:30, so that a photograph may be taken of the paraders, massed on the steps of the Public Library Building in Copley square.

At 1 o'clock there will be a run to the races at Waltham. At 2 o'clock the races will be started, and the new surface, part of which is already laid, will doubtless furnish very fast racing.

Most of the fastest men in the country, among them Sanger, Tyler, Johnson, Taylor, and Dirnberger, have promised that they will be there. The meet will have as officers some of the best and most prominent men in the country, among them being Howard Raymond, Secretary Bassett, Vice-President Perkins.

There will be a grand ball in the evening, and the music will be furnished by Baldwin's cadet band, the finest military band in the state. A very beautiful dance order is being issued, and will be a souvenir worth keeping.

The entries for the Linscott road race are closed, and there is a list of 150 riders who want to try conclusions for the horse and buggy, which is hung up for the first prize.

Good Roads has made lots of friends by its new issue, and there is nothing but praise for its editor. He has, under the circumstances, gotten out a remarkable first number, and many of the rank and file have told me that they read it through religiously from cover to cover. That certainly speaks well of it.

The Woodbridge girls are about to give a minstrel show, and they will take part in the circle themselves. They are expected to make a lot of money, and to make a lot of fun for the boys who are going to see them. Almost the entire hall is sold, and the clubs for miles around have ordered seats in a body to see the fun.

At a dinner of the Roxbury Bicycle Club, held here last night, the Executive Committee of the League was present, and President Luscomb made a speech, in which he said that hereafter the official news of matter transacted by the Executive Committee, will be given out to the official

organ, and the dailies and cycling papers will not have a smell at it until it goes to the *Bulletin*.

Philadelphia-Newark Century.

PHILADELPHIA, PA., April 27.—A meeting of the various captains of the local cycling clubs was held at the Time Wheelmen's clubhouse last night, the following organizations being represented: Century Wheelmen, Philadelphia Turners, South End Wheelmen, Quaker City Wheelmen, Americus Wheelmen, Alpha Wheelmen, West Philadelphia Cyclers, Park Avenue Wheelmen, Time Wheelmen, Golden Eagle Wheelmen, Oxford Wheelmen. The meeting was called for the purpose of completing the arrangements of the annual century run, which has taken place for the past few years from Newark to this

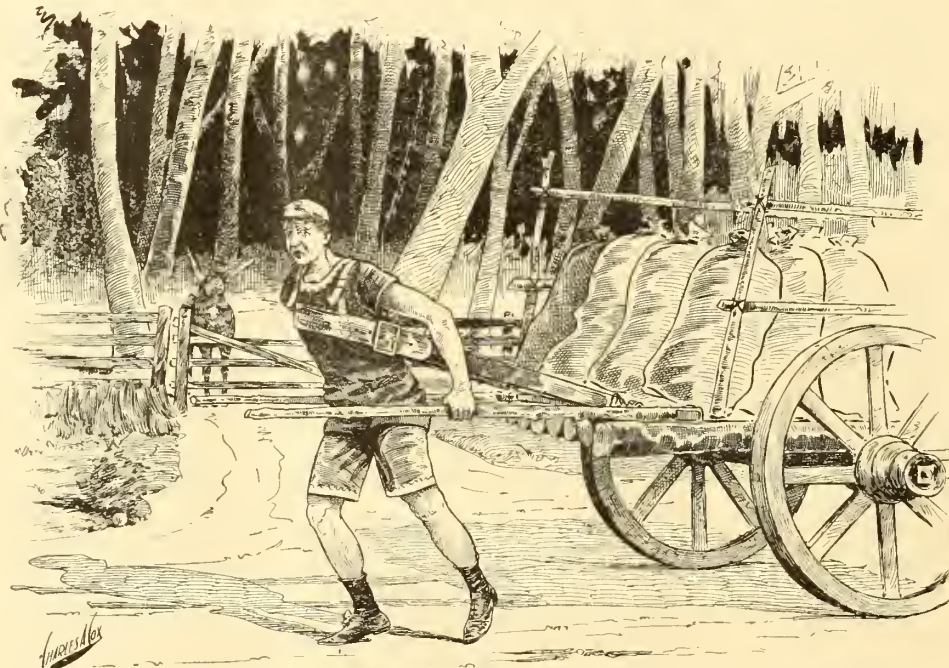
city. Chas. A. Dimon, of the South End Wheelmen, occupied the chair and H. C. Fisher, of the Alpha Wheelmen, acted as secretary.

It was decided to hold the run on Saturday, June 9, and allow entries from any club in Philadelphia or New Jersey. Messrs. H. A. Cain, Time Wheelmen; Estoclet, Quaker City Wheelmen; Fisher, Alpha Wheelmen, and Whipple, Oxford Wheelmen, were appointed a committee of four, with power to elect a fifth member, to have charge of the arrangements, and this body will have an auxiliary committee in Newark. The old system of competitors wearing numbers will be done away with, and a new system of checking, introduced by the Time Wheelmen at their annual century run last September, adopted. Each rider will be supplied with about half a dozen checks, and will deposit one at each checking place.

The Century Wheelmen's delegate informed the body that, while his club would send its usual batch of riders, the club would decline to compete for any of the prizes, having hitherto had almost a monopoly. Three prizes will again be awarded, and the fourth will probably be put up for clubs having a membership of less than thirty-five. The entry fee was fixed at \$1 and includes medals to all of the survivors.

France Will Consult With Belgium.

At its meeting on April 3 the higher committee of the U. V. of France decided to respond to the invitation of the president of the Belgium Cycle League, and send a delegate to the international congress, to be held at Antwerp, under the auspices of the L. V. B. The programme to be discussed is not definitely decided; but the question of amateur and professional racing will be discussed, and it is believed that the congress will settle this vexatious question. There is a possibility of an international union, a kind of triple alliance.



EXTRACT FROM DAILY PAPER:

"McScorcher, one of the scratch men, is confident that he would have won time prize had he not been compelled to do so much of the donkey work."

"THE YELLOW FELLOWS."

Eck's Stable Ready for the Fray—Johnson Rides a Mile in 2:07 2-5 and a Half in 1:02.

NEW YORK, April 30.—T. W. Eck passed through Gotham today on his way to Syracuse. He was brimful of news concerning his men and was not at all backward in telling it. He stated that Johnson rode a practice mile Sunday in 2:07 2-5. All of the others are riding in wonderful form. Callahan and Murphy leave Savannah for Syracuse next Friday, while Johnson and Taylor will race at Atlanta on May 9, at Savannah on the 11th, and Charleston on the 13th, starting for Syracuse the next day. At each of these meets Johnson will go for the half-mile record.

Eck will manage the private training grounds at the Syracuse fair grounds, and will have thirty men under him, all riders of the Stearns.

Tom Eck and his stable, who have been training at Savannah, Ga., for several weeks, are about to start on their summer's campaign, having gotten into the pink of condition at the pretty southern city, which Zimmerman and Wheeler first brought into cycling prominence. Johnson, in particular is in fine shape. The other day he did a flying half in 1:02, which is record for a quarter-mile track.

Eck has a number of good men under him this year. Probably his most promising rider, next to Johnson, is Charles Callahan, of Buffalo, who is said to be as fast, if not faster than Dirnberger and Bald, his fellow-townsmen. Then there is Charley Murphy, an old-timer, whose recent trouble with the Racing Board is still fresh in the public's mind. "Brother Charl" is moving grandly and if he rides up to expectations he will give Johnson, Sanger, Tyler & Co. a rub for first place honors. During his suspension Murphy killed time by road riding, which put him in good shape. Geo. F. Taylor who was on the Rambler team last year, promises to ride even better than when he made his famous mile record of 2:11. Ray Dawson, of Boonton, N. J., is the eighteen-year-old son of a wealthy real-estate man, who placed him under Eck's care to be put in proper shape for Class A races. Young Dawson is tall and sinewy and rides in a smooth, easy way that is very catchy. He has a regular Temple pedal action, and is a dangerous sprinter. Jay I. Newsome, the Nashville representative, is champion of Tennessee. His father is a wealthy nurseryman and nut dealer, and is going to give his son a chance to show what he can do on the path. Newsome can do his mile in 2:20, or better.

Our picture on this page shows the stable at the training quarters. The sun was very strong and in consequence, most of the riders could not keep from squinting their eyes. On the left, standing up, is Murphy. Next to him is Callahan. Eck is in the middle, with Dawson next, and Taylor on the extreme right. Newsome is seated on the ground directly in front of Callahan, Johnson is in the middle. The man on the end is Groth, a Savannah rider who has been training at the track with the "Yellow Fellows."

ENGLISH RACING SEASON OPENS.

LONDON, April 14.—The London racing season opened today at Kensal Rise, where the meeting of the Essex Cycling Union attracted 350 entries for the three cycling events. There were 2,000 spectators, but the breakup of the weather spoiled the meeting, which terminated in a deluge. Still some exciting finals were witnessed, and the widened cement path proved itself as report has alleged it to be. G. E. Osmond won his heat in the half mile, but failed to get placed in the final. Neither W. Henie, the Norwegian skater-cyclist, or C. Ingeman Peterson, the Danish champion, made any showing.

F. J. Osmond may be considered a certain starter in the Brixton cup race on the 28th inst. at Herne Hill. He only requires to win the cup once more to make it his own property, so that there is certain to be a keen struggle. The Catford and the Surrey are still the only two clubs who intend to provide the new professionalism with contests in the immediate future.

The National Show at the Crystal Palace.

will be held between December 6 and 11, and the *Cyclist* warmly approves of the reduction in the period from eight to five days.

Last evening a meeting of the representatives of London clubs was held

at the Mansion house in connection with the Hospital Charity Sports, the Lord Mayor presiding. Dr. Turner moved that "this meeting has heard with satisfaction the result of the efforts of the cycling and athletic sports' committee during 1893, and strongly recommend the cycling and athletic clubs to support, through the Hospital Saturday Fund, the work of the medical charities." This was carried. A new council was elected consisting of twenty cyclists and a similar number of athletes. As will be remembered the two meetings held last year resulted in a net profit of over \$1,500. This year it has been decided to hold one meeting only—on the 26th of May at Herne Hill. A magnificent programme has been arranged and, given fair weather, a huge success may be confidently anticipated.

Terront After Another Record.

Chas. Terront has been deterred from starting on his Rome to Paris by the snow on the Mont Cenis pass. However, he now expects to start on the 23d or 25th inst. He has been training hard at Rouen. The distance is 1,000 miles. He will be accompanied throughout by two or three riders. The ride is attracting much attention in France and Italy, and the newspapers have been dwelling upon the difficulties Terront will encounter, which will include the probability of being seized by brigands and held in expectation of a thumping ransom from the makers who have employed him, before he will be allowed to continue his ride.

C. W. HARTUNG.

WHISKY AND TOBACCO FOR PRIZES.

LOUISVILLE, Ky., May 1.—During the past week so many distillers have volunteered to donate some of their product as prizes that, in the future, instead of talking about the Owensboro meet, it will be designated as the Kentucky sour mash meet. Just think of it, seventy-two gallons of spring 1880 sour mash! The seventy-two gallons will be given as prizes. In addition to whisky, tobacco is another great industry in Daviess County, and one of their manufacturers has donated a twenty-five pound box of plug as a prize.

The annual meeting of the division takes place in June, and already the political pot is boiling. A great many names have been mentioned as possible candidates for chief consul, but the one which meets with the most general approval is the name of Edward A. Newhaus, of Louisville. Mr. Newhaus is one of the present board, and has the benefit of the experience therefrom. He is fitted for the position in every way, and if he can be prevailed upon to make the race, there is no doubt of the result. For secretary-treasurer, only one name is mentioned, that of the present efficient incumbent, Owen Lawson. Kentucky points with great pride to her model secretary, and the office is his property as long as he chooses to keep it.

There is a great deal of dissatisfaction, shown all over the state, with the present administration, and it will be very openly expressed in the annual meeting. In the near future a number of amendments will be printed in the *Bulletin*, which will show very clearly the way members think of the matter. Interested parties have kept the growing discontent from print, but they can not prevent it forever; it is bound to creep to the surface, and when it does come, it comes with more force than if allowed to seek its way gradually. Some very interesting developments may soon be expected.

Letter Carriers on Bicycles.

Louisville has seventy letter carriers in service, and eighteen of this number use bicycles now in delivering their mail matter, and five more are learning to ride, and will then use their wheels. The recently appointed postmaster is as eager to have his employees use bicycles as his predecessor, who made personal appeals to the carriers in the suburban districts. The people on the routes served by the wheelmen carriers have readily noticed the difference in the time of the delivery, and have expressed themselves very favorably.

The Louisville Cycle Club has been very much disappointed in its inability to get the property for which it has been negotiating for some time. The club offered to pay a rental of \$660 per year, and also agreed to put the building in good order. The repairs would amount to more than the rent, but the owner of the property wanted the club to pay the taxes in addition to the rent. This proposition was declined.



At the Savannah Track.

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Copy for advertisements must be in hand the MONDAY before publication.
All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.
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	Palace House.	Cooley's Hotel.	Bingham House.
		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

RE-ENFORCING "GEN." COXEY.

And so the wheelmen will join with Coxeys and march to Washington, demanding good roads of the government. It seems to us that this movement on the part of the cyclists, if it be genuine as its promoters say it is, is just a trifle tardy. By this we do not mean that they will be late in arriving at the capital; for they could give the commonwealers, or the commonfooters, as a wag has called them, a much larger handicap and still beat them to the goal. We mean this practical expression of sympathy has been deferred too long, although the delay, it must be conceded, will not break the force of the argument to any large extent.

It would be well for the general public to rightly understand the wheelmen's motives. They are in nowise allied with Coxeys in his economic ideas or his industrial theories. To own and ride a bicycle bespeaks a degree of comfort and prosperity in this world's goods which the Coxeyites confessedly have not. It is not for employment, therefore, that the cyclists will ride to Washington. Of employment, if indeed they be not employers themselves, the cyclists have enough. The sole point they have in common with Coxeys and his army is the desire for good roads. There is a large distinction, however, between Coxeys and the wheelmen. The former wants good roads merely as a means to an end. The latter are eager for good roads for the sake of the good roads themselves.

Without disparaging the industrial armies or their motives, we think we can say that we prefer the cyclists' attitude. It is the more direct one, more to the purpose, and plainer in its intent. Those who have the expedition in charge say that it will enter Washington 5,000 strong. Let us hope it will have double that number, let us hope it will have ten times that number. There can be no doubt that Coxeys and the other "generals" will be glad of the re-enforcement.

Meanwhile, we trust that the public (and the police) will not confound the two armies and mistake the wheelmen for tramps. Such an end to so grand an enterprise would be disheartening, indeed.

SIGNS OF SPRING.

Primroses and violets may bloom and all the host of feathered songsters return to leaving forests, but we will never believe that vernal spring has really come again until the mail brings the English exchanges, each with its ever recurring spring chapter of warning to the novice. The swallows do not come with more regularity than this chapter. The editor apologizes for saying what he has said in years before, but excuses himself on the plea that he has several new readers who are also new riders, and, having made this remarkable state of things manifest, he proceeds to tell the poor novice the thousand and one things that he must not do, quite forgetting that there is anything at all that the poor fellow may do.

The English cycling editor would not feel that he had done his mental

system justice, unless he had purged it with the writing of this spring purgative. Having done this, he feels fully fortified against the approaching ills of the coming season, and goes on with his work with the consciousness of having done his full duty to himself and his readers. The one strange thing about the annual editorial, however, is the fact that it always bears a new label, and, while made up of the same ingredients, is mixed in a different way. In appearance each year's dose appears different from the last, but in taste it is the same.

Of course we have had the 1894 dose or these lines would not have been written.

THE COLOR SYSTEM.

Up to the present time over a hundred riders have registered their colors with the Racing Board and the success of the color system is fully established. Now that there is no question of its being a success one of our eastern contemporaries comes forward and says that it advocated colors years ago. We will not dispute the statement. The paper may or may not have done as it says, but if it did the fact remains that all its advocacy amounted to nothing. It is one thing to have ideas and another to make them take practical form. THE BEARINGS advocated the color system, not many years ago, but one year ago. Today it is an accomplished fact. Such is the difference between papers and papers.

THE RELAY FEVER.

The relay fever with which THE BEARINGS infected the country about two years ago has again become virulent. In every direction do we hear talk of relay rides and relay races. The fever has even crossed the Atlantic and we are advised that a relay is to be run from London to Edinburgh and return. We were not the first to discover the relay, but we were the first to see in it an opportunity to give to the great public a practical demonstration of what could be done by bicycles, and at the same time give a practical demonstration of the great need there was for road improvement in this country. The work was well done and so much attention was attracted to it that relays have been popular ever since.

STRAY SHOTS.

A Historic Building.

Chicago wheelmen are losing an old friend this week. The building at the northeast corner of Van Buren and State streets is being torn down. To this year's rider this does not mean anything, but the old-timer remembers how closely identified this old structure is with Chicago cycling. The newcomers in cycling who have been eating at Winter's do not know that the first bicycle store in Chicago was first located in this building. Early in the '70's John M. Fairchild opened a Columbia agency there. Fairfield & Taylor succeeded to the business some time afterward, and also had the agency for the Weed Sewing Machine Co. From this place the firm moved to Michigan avenue, under the Leland hotel, and here it was that Major Durrell opened the Columbia branch.

The old Chicago Bicycle Club was organized in this old building in '78, and here was the club's headquarters for several months. In these latter days of cycling the building has been the noonday rendezvous of the wheelmen, Winter's famous restaurant being the attraction.

It Is Nauseating.

Zimmerman has gotten considerable advertising just because he turned professional. The papers, in all parts of the world, have been unable to talk of anything else bicyclic during the past month. The rest of the American cracks view with envy all the notoriety that the champion has gotten out of it, and one of them in particular is bound to get a slice of the free advertising. This person is the last one we would have thought to descend to such cheap means to advertise himself. When John S. Johnson posted that \$250 forfeit last week for a match race with Zim, all of the daily press gave it space. This, of course, was what John S. was after. His little proviso, "If the League will sanction it," is a saving clause. No one knows better than the little Swede that Raymond would never consent. We hope that Johnson will now settle down and go in to prove that he is the champion he claims to be. Such twaddle as he has been spouting is tiresome, and savors too much of the old professionalism.

He Is Invincible.

A. C. Edwards, the English professional, has left Paris for Italy. Before leaving he was interviewed by a French newspaper man. When asked his opinion of Zimmerman Edwards said:

"I think there is no one capable of beating Zimmerman, not only in France, but in the whole world. We are but little children compared to him. If he is in good form he will ride ahead of the entire world."

"Who can come near him?"

"Some think it is Fournier, but I believe it is Hermet. His track work has impressed me very much. He has all the characteristics of a great racer; he can come near the great American flyer, but can not beat him."

"Then no one can beat him?"

"No one, if he is in good form."

NEW YORK AND VICINITY.

Gossip About Gotham and her Wheelmen—Graves after Irvington-Milburn Time Prize.

NEW YORK, April 30.—The experience which Eugene Drew, of Nanant, N. J., had recently in the line of thief-chasing has made him notorious. Mr. Drew is a prominent cyclist in the circle wherein he moves, and is employed as telegraph operator in the little station at Nanant, which is on the line of the N. J. & N. Y. railroad. Last Thursday he espied four rough individuals, plodding along the tracks, each carrying a huge bundle of suspicious appearance. Inasmuch as postoffice and station robberies had been of frequent occurrence of late, Drew jumped to the conclusion that the party might be none other than the guilty ones, so hastily mounting his bicycle he rode swiftly to the house of Squire Schek, the leading man of the town, and breathlessly told him of his suspicions. The dignified squire rushed here, there and back again, hitched his team to his buggy and in company with the wheelman, the pair set out down the road after the robbers. Several miles were covered, when the men were sighted, at which moment Constable Snyder, in an old fish wagon, came pell mell down the road, his horse nearly dead from fatigue, and the trio swooped down upon the rough individuals. The men and their bundles were taken into custody, but when the latter were opened they were found to contain—not gold and plunder—but rye bread and frankfurters. The prisoners proved that they were on their way to Haverstraw to work in the brickyards there, and merely had their rations in the suspicious looking parcels. The rough individuals were allowed to continue on their journey, while the cyclist, the squire and the constable took up their homeward march in single file, crestfallen and dejected.

Zimmerman Arrives in England.

Private advices state that when A. A. Zimmerman and party arrived in Southampton, they were met by a delegation of prominent cyclists and friends. His stay in England was quite short, no time being lost in getting

club went along and a great day's sport was enjoyed. Incidentally it might be said that one or two of the starters have not returned yet.

Graves After Time Prize.

Fred C. Graves, the crack rider of the Victor team this year, is expected to win the time prize in the Irvington-Milburn road race on Decoration Day. If he beats W. F. Murphy he will realize that he has been in a bicycle race. Like Richard the Third, "Billy is himself again." Murphy ought to win time, with Graves, second. "Billy" Roberts, K. C. W., should land in first place with anything at all like a fair handicap.

General regret is expressed at the unfortunate accident which befell Carl Von Lengerke last week. He was running to catch a train and in jumping over a broom, which was being used to clean the sidewalk, his ankle turned. At first Carl did not think it anything worse than a severe wrench, and with characteristic grit, continued on his way to the city. The pain finally became too great for even him to bear, and a surgical examination proved that the ankle was broken. Von Lengerke is laid up at home in Newark, but says he will be around all right in a short time. The accident necessitates his withdrawal from several road and track events for which he has been training for some time past.

It is the intention of J. F. Starbuck to ride in the road race from Lyons to Paris, July 13 to 15. The distance is only 666 miles and the event is promoted by two newspapers, the *Progres de Lyons*, and the *Petit Journal*, of Paris. Over 5,000 francs will constitute the prizes and the race is open to all nations. Starbuck must not be overlooked in the event, no matter who his opponents may be. During the first eighteen hours of the six-day race in Madison Square Garden, last December, Starbuck covered 340 miles and only retired from the contest on account of his trainer's neglect. Again his wonderful sprint, at the end of the fifty miles on the last night of the long distance event, proved his ability to stay. The man who rides the 666 miles in the Lyons-to-Paris race in less time than forty hours will beat Starbuck and thereby win the race.



to Paris and beginning active work. No doubt the happiest man to see "Zim's" face will be none other than Harry Wheeler.

The "Kid's" sweetheart, about whom so much has been said, is a widow. Her age is twenty-four. She is a decided brunette, and a thorough Parisienne. Wheeler met her as stage beauties meet chappies, only in this case she played the happy and sent Harry the proverbial perfumed note. She said—in the French language, of course—"Beg pardon; this is Mr. Wheeler, I believe?" And Harry replied, "Certainly, sure." Then in an undertone he breathed, "By jove, a beauty!" She rides a wheel, having learned since meeting Wheeler.

It is the intention of several members of the Long Island Wheelmen to band themselves into a party of about a dozen, and start early in August for a two weeks' sojourn in the Berkshire hills. Probably President Luscomb will be a member of the party. More may be expected on this subject later.

Following in the footsteps of the New York Athletic Club, the Crescent Athletic Club, of Brooklyn, will create a branch devoted to cycling. It is said that one of the prominent cycling clubs of that city will join in a body as soon as decided action is taken by the Crescents.

Bensinger After Records.

John Bensinger, of the Kings County Wheelmen, is training hard for an attempt on the Irvington-Milburn record, which he will make on May 19. He will also try to lower the intermediate times at five, ten, fifteen, and twenty miles. The five, fifteen, twenty, and twenty-five-mile records are held by W. F. Murphy, while Capt. Fred Hawley, of the K. C. W., holds the one at ten miles. Bensinger will have to cover the twenty-five miles in less than 1:14:19. He will be paced by several clubmates.

The Long Island City Wheelmen held a century run to Islip, L. I., yesterday. The run was scheduled for the final one last season, but inclement weather necessitated a postponement. At 5 a. m. those attending the run started from the clubhouse on Steinway avenue. All the best riders of the

Racing at Atlantic City.

ATLANTIC CITY, N. J., April 28.—Rain greatly interfered with the annual spring race meet and athletic carnival at Inlet Park this afternoon. After the trial heats of the one-mile novice had been decided rain came down in torrents, drenching the spectators and making the track unfit for racing. Notwithstanding these disadvantages, however, all of the events were run off. Walter Edge won the Atlantic City mile championship from Arthur Wright after a very close and exciting race. Many of the riders were Philadelphians. The summaries:

Henry Auer, Jr., first; C. B. Brookbank, second; J. C. Gosslee, third.

One-mile championship of Atlantic City.—Walter Ekge, Morris Guards A. A., first; Arthur Wright, unattached, second. Time, 3:24.

One-mile open.—W. A. Barbeau, New York Century Wheelmen, first; R. Parker Rich, Quaker City Wheelmen, second.

Quarter-mile open.—W. A. Barbeau, New York Century Wheelmen, first; Walter Pollock, Quaker City Wheelmen, second. Time, 3:08.

Michigan Avenue's New Pavement.

Sprinkling carts have ruined Michigan avenue, and Chicago's main boulevard is now being renovated. The park commissioners have at last seen the real condition of the street, and are experimenting with new surfaces. Workmen are busily engaged paving the northern end of the boulevard. The block between Jackson and Van Buren streets will have a brick pavement. A concrete foundation, with cedar blocks closely laid and a top dressing of pitch and gravel, will be laid between Van Buren and Congress streets. The pavement which wears the best for a year will be used for all of Michigan avenue.

A Hardy Tourist.

Walter Berdan was a caller at THE BEARINGS office last Monday. He is touring alone from Denver to New York. He left Denver on April 2 and Chicago on the 30th. He has followed the tracks of the Union Pacific railroad so far and will follow the Lake Shore and the New York Central the balance of his journey. He has had pleasant weather for the most part.

DENVER AIR ALL RIGHT.

Harry Tyler Says That He Feels No Ill Effects From Colorado's Rarefied Atmosphere—The Champions Training.

DENVER, COLO., April 30.—Tyler and Sanger are getting down to work in earnest now, and will be in fine shape for the Waltham races on Decoration Day. They speak very highly of Denver as a place for early spring training and consider themselves fortunate in having selected the League meet city for their preparatory work. Tyler, who has been here for six weeks, says he feels no ill effects from the high altitude, in fact does not notice it at all in his training, and he gives it as his opinion that the racing men can ride fully as fast here as at any place in the country. This will be good news to those racing men, who have been afraid of Denver's dry air, and will have the effect of increasing the entries to the championships, as so high an authority is not to be disputed.

The presence of these champions in the city has done much to stimulate interest in racing here, as the west has never had the opportunity of seeing any of the well-known riders, and their training is always watched by an interested crowd of would-be fast men, who seem to think that they may be able to discover some trick of riding which will enable them to push a wheel as fast as the cracks. While here Sanger and Tyler have been doing considerable road riding and they have taken much pleasure in accompanying the Denver Wheel Club on its Sunday runs, which, by the way, seem to have a sociability and pleasure about them that is truly a revelation to an easterner. The success of the club run is never debated here, the officers of the clubs, seemingly having discovered the secret of making all attendants have a good time.

Booming the Meet.

The promoters of the meet regret exceedingly the newspaper discussion being waged on account of the Asbury Park fight. They feel that they have the support of the whole country, and they are not leaving a stone unturned to make this the most memorable meet in the history of the League. They certainly have the attractions to make it so, and they have the hustlers to carry out anything that they attempt. A one-fare rate for the round trip has been secured from all points, and with this inducement, Denver will have an immense throng on this occasion. The idea seems to prevail in the east that Denver's estimate of the attendance is too large, but the east does not appreciate the enthusiasm in the whole western country over this their first national meet. From California to Ohio, and from Montana to the state of "Hope," letters are arriving signifying a grand attendance from every state. Wheelmen who miss this meet will surely regret it when their more fortunate comrades return, and tell their stories of the magnificent beauties of the Centennial state, whose scenic attractions have been the wonder of every visitor, so fortunate as to see them. Particularly are these of interest to wheelmen, for to them the matchless roads, winding through the mountain recesses, offer sights that can only be seen from the wheelman's mount. The trip awheel up and down Pike's Peak will be one which the participants will remember for a lifetime and the many attractions in the vicinity of Denver will keep the visitors entertained for twice the time of the meet.

A Swindler Captured.

An enterprising young scamp, of pleasing address, and affable demeanor, sailing under the euphonious title of Lawrence Temple was ushered into the august presence of a justice of the peace one day last week, and given an opportunity to explain by what authority he had been soliciting subscriptions from Denver business men to be devoted to the entertainment of the wheelmen in August. Fortunately the schemes of the smooth rascal were frustrated before much damage had been done, and now the would-be boomer of the '94 meet is waiting the day when he will be required to make answer to a charge of obtaining money under false pretenses.

That Track Question

is keeping the directors of the Denver Cyclists' Union in a state of deep perplexity. The momentous question will probably have been settled by the time this issue of THE BEARINGS reaches its readers, but just now the board is divided on two propositions and debating of an exceedingly warm nature is the order of things at each board meeting. The original proposition of the Denver Athletic Club was favorably looked upon, not because it was a good thing, financially, for the D. C. U., but because it assured a first-class track being built, which is a necessity.

The terms of the proposition were decidedly one-sided, with all advantages in favor of the D. A. C., but it was about to be accepted in lieu of something better. Now the Denver Tramway Co. comes forward with a proposition which will give the D. C. U. a first-class three-lap track, a grand stand of fitting size and necessary training quarters, and above all a five-years' lease of the grounds, which will put cycling events in Denver directly under the supervision of the D. C. U., a thing which is highly proper and in accordance with the existing state of affairs bicyclic.

An Immense Club Run,

one of the largest ever taken out of Denver was the one conducted jointly by the Denver Wheel Club and Denver Athletic Club to Morrison on the 29th. The occasion was the farewell run of the D. W. C. from its old quarters on Evans street, and the D. A. C. was invited to join. C. A. Rivers, the D. W. C. official photographer, took many pictures of some of the

most picturesque scenery to be reached by wheel from Denver, and these views will adorn the pages of eastern bicycle papers in the near future.

The Denver Wheel Club elected eighty members at its regular April meeting, and already has sixty-five new applications up to be acted upon in May. This remarkable growth is due to the change in quarters which occurs on May 8; a change which will give the club a fine gymnasium and a large clubhouse, perfect in all its appointments.

The club will give a minstrel performance at the Broadway theater on May 10, which promises to be an excellent entertainment. A novel advertising scheme has been adopted, every wheel in the club bearing a large diamond-shaped card, with club color border, which informs the public that the D. W. C. will give a minstrel show at the Broadway on May 10.

M. A. C. C. FLOURISHING.

NEW YORK, April 30.—There were twenty-eight delegates present at the regular monthly meeting of the Metropolitan Association of Cycling Clubs last Friday evening. The session began at 8:55 p. m., and was not ended until after 11 o'clock. The report which ex-Secretary F. W. Loucks read, although rather lengthy, was thoroughly complete and a really able document. Ten clubs have been elected members to the association during the past year, raising the total number of membership to thirty-three. Of that number, ten are New York clubs, eleven are from Brooklyn, and nine represent New Jersey. The report of the ex-treasurer showed a net balance in the association's treasury of \$266.85.

The applications for membership of the Lexington Wheelmen, Washington Wheelmen, and Tourist Cycling Club, of Paterson, N. J., were favorably acted upon, swelling the total number of clubs in the association to thirty-six. According to the report of the Irvington-Milburn race committee, but two entries had been received to date. The time limit for souvenir badges in the race was dropped from 1:28:00 to 1:20:00.

The century run which the M. A. C. C. will take in conjunction with the Associated Cycling Clubs of New Jersey, on June 23, was reported favorably upon. It was decided to incorporate under the laws of the state of New Jersey. This action was deemed advisable for various reasons. The incorporation committee will report at the next regular meeting. The list of metropolitan riders is rapidly nearing completion, and the political action committee was allowed \$50 to further the work.

The race meet committee requested a change of date from June 30 to July 28. This was allowed, and already there have been three applications received from various tracks in the vicinity to hold the meet on their grounds. Those whose applications have come to hand, are the Waverly Track Association, the Parkway Driving Club, and the Linden Race Track Association. H. L. Saltonstall and R. G. Betts were added to the race meet committee, and after a few minor details were arranged the meeting adjourned.

Long-distance racing is much in vogue in Europe. The first in Italy this year was held at Florence, April 8. The distance was 175 kilometers, or 109 3/8 miles, and was won from scratch by Airoldi, on a Raleigh. After the race he declared his intention of going for the Florence-Milan record (250 miles) in a few days.

ONE OF THE BEAUTIES OF THE COLOR SYSTEM.



SHE—Which is Jack?

HE—Why, Jack is the one in the blue suit.

SHE—But there are three in blue suits.

HE—Oh, but Jack has white polka dots on his cap.

And as they were looking across a half mile track she readily located Jack.

The *Waverley*

has met with the largest sale of any bicycle on the American market this season. Would you like to know **why** it has met with such unusual favor? It is because it is **simply beyond comparison** with any other bicycle built at a list price below \$150.00.

In fact, we should be ashamed to enter into competition with any but the best. Some riders think that because the *Waverley* is listed at only \$85.00 it is not possible for it to be strictly high grade, but we **guarantee it to be equal to any machine built, regardless of price.**

Read what one of the oldest riders and dealers in the country says of it. A man who has not only been a rider, but a dealer for twelve years, and who is thoroughly competent to pass his opinion as an expert:

Terre Haute, Ind., April 24, '94.

INDIANA BICYCLE CO.,
Indianapolis, Ind.

GENTLEMEN: After having ridden the '94 Waverley Scorchers for a number of months, I wish to compliment you upon the success you have attained in turning out a machine that is not only thoroughly high grade in every particular, but is beyond any question the easiest-riding machine I have ever mounted.

I consider the lines as nearly perfect as possible. The relative position of the saddle to the pedal is absolutely correct for road scorching or hill climbing. The rigidity of the frame is a great advantage both for pulling against a heavy head wind or climbing bad hills.

The small round cranks you are using are simply wonderful for their strength and rigidity and far surpass anything I have ever seen in my experience of about twelve years in the bicycle business. In fact the Waverley throughout is about as nearly perfect as it is possible to build. It is the easiest-running machine I have ever ridden, and will out-coast any bicycle I have yet come in contact with.

Trusting that the riders of the country will appreciate the fact that you are giving them a thoroughly high-grade machine at a reasonable price and that you will have a large and successful sale, I am,

Yours very truly,

J. FRED PROBST.

RIDERS, read this testimonial and reflect. If you are going to purchase a new wheel this spring investigate the merits of the *Waverley* very carefully before spending your money for an inferior article at a higher price. If you have friends who are going to buy, advise them to buy a *Waverley*. Get catalogue. ∴ ∴ ∴ ∴ ∴ ∴ ∴

Geo. E. Lloyd & Co.

Exclusive Agents for Chicago.

THREE STORES--

Cor. Canal and Jackson Sts.
593 W. Madison St.
297 Wabash Ave.



Indiana Bicycle Company,

Indianapolis, Ind., U. S. A.

TWO DEFEATS FOR WHEELER.

The Young American Finishes Behind the Bunch Twice—Opening of the Spring Racing in France.

PARIS, April 15.—The winter season just passed may indeed be considered as a round of sparring before the more serious and earnest fight which will now take place. While training for the season, some of the foreign champions thought it best to see what sort of men we had to oppose them, and I doubt that any one of the men who ran against French riders, had the same opinion of them *after* his match as he had *before*. Truly, most of the foreigners who raced last winter were not in their best form, and some of our men were, on the contrary, quite "on edge," to take advantage of the absence of the others and scoop in the prizes. Nevertheless, I believe that our men, *as a class*, rose in the estimation of the foreigners, with the result that the latter trained much more seriously in view of the coming campaign, than they would have done had they seen we had nothing but "dubs" to uphold our colors. Hence our expectation that the coming season is going to be of especial interest and will surpass anything yet seen for the magnitude of the struggles it will witness.

Shall we name again these mighty warriors of the path, who crossed oceans and frontiers to invade our land? Here we have them: Harris, Edwards, Barden, from England; Lumsden, from Scotland; Verheyen from Germany; and from America, Crooks, Waller, Ashinger, Martin, Wheeler, and the one whom we are daily expecting—A. A. Zimmerman himself—while among those who will come later in the season, are Houben, from Belgium; the Italian champions Canter, Ruscelli, Pasta, Buni; Linton, from Wales, who already visited this country, and a few others who will join

The Mighty Army Arrayed Against Us.

And, as is usual before a battle, if we count the forces on our side, we see first, the fast brigade, the Medinger, old and wary fighter; Baras, at times the "old man's" equal; Louvet, one of our hopes, just recovered from a serious illness; M. Farman, another revelation, a magnificent sprinter; Antony, who formed himself at Medinger's school, a clever and cunning rider with a good head and a better pair of legs; Fournier, who is still an unknown quantity for this year, as he is in the army and may not find time to train; Cottereau, who seems to come back to his old-time speedy form; Girardin, the king pot-hunter of them all, with a strong affection for country tracks; Delansorne, of Amiens; Courbe d'Outrelon, of Lille; Beconnais, Loste, Fouaneau, of Bordeaux; Reboul, of Marseilles, Nicodemi, of Nice, will hold up their end in their respective districts. Then the long-distance specialists—Fossier, Arland, Genet, Dubois, Stephane, Corre, Huret, Williams, and Lesna.

The Battlefields Will Be Many,

and worthy of the men. In Paris, the Buffalo track has been modified, the shape having been improved so as to give it two good straights, the turns changed from circular to elliptic, the banking increased, the whole surface torn up and made new, the racing men's quarters extended and improved, the stands shifted to give more room in front, a good press stand erected; the improvements as regards the track, shape and surface, are particularly noticeable, and the new track is at least two seconds faster than the old one, Zimmerman's lap-record of :25 having already been reduced to :23²/₅ by one man, and equaled and bettered by several. It is very likely that A. A. Z. himself can do close on to :22 when he tries it. Wheeler, who is not yet in the best of form, having been suffering from influenza for several weeks, did :24 a few days ago, and says he can do better.

The Seine track has been used mostly as a training ground so far, no races having been run there so far. It is to be managed by the same Mr. Baduel who manages Buffalo, and it will be arranged so that the dates of the two tracks do not clash. The championships will be run on the Seine track as usual.

Towns out in the country are all catching the fever and tracks are being

built in almost every large city, and quite a few of the smaller ones are ahead of the big ones in that respect.

Road Racing Will Also Be Booming

this summer, as besides the regular Bordeaux-Paris race, there is to be a Lyons-Paris-Lyons race, a Rennes-Brest-Rennes, a Paris-Le Creport, a Paris-Ostend, the *Velo's* twenty-four hour road race around Tours, a Pan-Nice-Pan, a Paris-St. Malo, etc., to speak only of the most important of those which are to be from twenty-four to fifty hours, and whose originators make up a prize-list footing up from \$1,000 to \$5,000.

The formal opening of the season took place last Sunday at Buffalo, and was favored with magnificent weather. The foreigners swept the boards, winning every race, showing that our men have a good deal to do yet to come up to our hopes.

The first race was a forty kilometers (twenty-five miles) with pace-makers. Arland, Genet, Meline, Lumsden, J. Allard, M. Allard, Dods, Stella, Soibud, and a few others started. The pace was slow for a few laps, but Crooks and Wheeler, on a tandem, livened up things, and set a killing pace. Lumsden, with his seventy-eight-inch gear, and Arland being the only ones to hang on. Those who tried to broke down and dismounted. Arland twice lapped, went off at the twenty-sixth kilometer. Some idea of the pace may be gathered from the fact that for several miles around the twentieth mile, Lumsden was within 300 yards of Dubois' hour record. There only remained on the track at the end of the hour Lumsden, with 39.120 kilometers (Dubois' record, 39.707 kilometers,) Genet several laps behind, and J. Allard following. They finished the twenty-five miles in this order: Lumsden, 1:01:21³/₅; Genet, 1:03:54; J. Allard, 1:04:15.

Lumsden had slackened up, seeing himself alone, and so

Just Missed the Record,

but intends to go for it shortly. His time for this race is splendid, and well shows the man's ability. It also goes far to prove that the new track is a deal faster and safer than the old one, and the fact that comparative novices can take the turns at high speed, with perfect ease, will add much to the interest of the meetings; dangerous falls having been the rule at every meet for the last two years.

The great event of the day was the two-kilometer race, run in heats and in which the best riders were to ride. The first heat, with Baras, Fortuny, Spoke, and Renaux in it, was won easily by Baras.

The second heat brought out three men, A. C. Edwards, Verheyen, and M. Farman. It looked like a sure win for Edwards, but, when he had spurted at the bell and shaken off Verheyen on the

first turn, young Farman trailed him in good style until fifty yards from home, when he jumped and beat the English champion by a wheel. Edwards was very much surprised at this, as he thought the youngster could never last through a lap sprint. But Farman, who is still in the junior class, bids fair to equal his brother's successes on the path, as he can trail any man and still have a wonderfully good sprint left. It must be said, however, that

Edwards Was Feeling Unwell

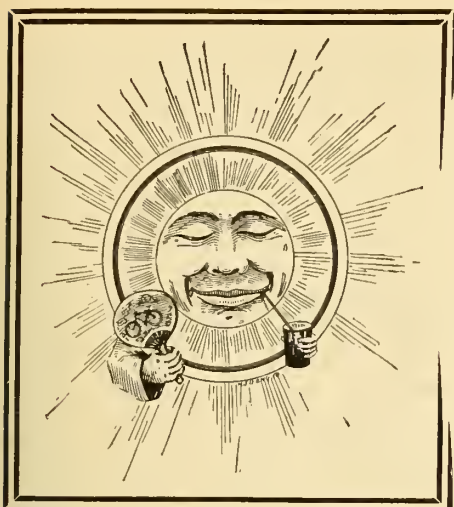
on account of the heat, and of its being his first appearance on a track since 1892. It made him nervous and he lost his head. The time of his heat was very good, however, the last lap being done in :23³/₅, which is record up to date, and the last quarter was clocked in :30¹/₅.

The third heat went to Medinger, the old rider beating Antony and Stella, after a slow race, where the three men almost came to a standstill in their unwillingness to lead. Antony spurted first, and came near beating the veteran, who eventually passed the tape a scant half length to the good.

Barden, Fossier, Dumont, and Malot started in the fourth heat; Barden winning after setting the pace the whole way, beating Fossier by two lengths. The last lap was ridden in :25.

None but the winner of each heat rode in the final. Edwards was excluded, and he rode in the consolation race, the first one he had ever entered, he said. So did Verheyen, who gave the Britisher all he could do





Old Sol

Is a giddy scorcher and craves for a spin on the SYRACUSE.
From early morn till daylight's gone, he keeps his eye on
the CRIMSON RIM.

.....

Yum Yum—It's good.

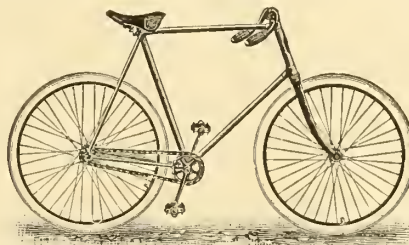
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Wholesale Agents for the West and South.

The final of the two-kilometer race had Baras, Farman, Medinger and Barden as starters, and they traveled in the above order for several laps, the three leaders watching Barden, who looked comfortable enough behind Medinger's stars. Coming into the homestretch before the bell, Barden suddenly flew away and passing the whole field was three lengths ahead before any of them could move. Baras had all he could do to catch up on the back straight, and could not pass Barden on the homestretch, while Farman, who had started moving later, was closing in on the Englishman; too late, however, as the latter won by a close half wheel. Farman's spurt was excellent, as he managed to regain over ten yards on Barden in the last 200 yards. Barden's was not less remarkable, and that one-fourth mile sprint will give food for thought and practice to many of our men, who think they are invincible when they can spurt 100 yards or so.

So this first summer meeting will be remembered as the "Englishmen's day," despite our men's gallant fight, the foreigners carrying away the three first prizes.

No less than 9,000 people witnessed the contests, and it was altogether a grand day for the fine track at Nenilly.

The day looked anything but fair last Sunday for

The Second Meeting at Buffalo,

the rain pouring down after 1 p. m. in such a way that the races had been called off. A few fanatics, including Wheeler, Crooks, Edwards, Harris, and some press men had, however, gathered at the track, and the cracks played cards in the cafe to kill time. At 2:30 p. m. the rain ceased, and as there was a good-sized attendance, despite the still threatening skies, an impromptu meeting was called and a programme gotten up in a few minutes, comprising a ten-kilometer scratch, a one-fourth-mile scratch, in heats, and a ten-kilometer consolation.

A fine lot of men entered the ten-kilometer scratch, Harris, Wheeler, Edwards, Baras, Farman, Delansorne, Piquet, Fossier, Alderton, Arland, being among them. Thirty-two men started and with the fast pace which was kept all through the race, and the smallness of the track, it was a clever job for any of them to avoid a fall. Edwards gradually worked to the front in the last laps, with Baras and Farman in close attendance, Harris coming up also.

Wheeler Was in the Midst of the Bunch

and could not get through. Edwards neatly turned the tables on young Farman, and beat him by a length; Baras, third, Harris, fourth. Time, 15:53.

The one-fourth-mile race was then called, and Baras, Piquet and Tricot lined up for the first heat. Baras won in :35, the two others finished a dead-heat, a length behind. The second heat was won by Farman, Girardin second, two lengths behind. Time, :39. The third heat went to Wheeler, who beat Verheyen by two lengths. Time, :36. Hewson won the fourth heat, Renaux, second. Time, :34. A. W. Harris won the fifth heat, Jacquelin coming in second. Time, :35.

Harris, Farman, Baras, Wheeler, Hewson, and Renaux, started in the final. Wheeler was rather slow in starting, owing to his using for the first time a seventy-inch gear, instead of his usual lower one, and so was at the tail end of the bunch, where Hewson and Harris bunched in front of him and kept him back. Harris spurted before the last turn, but could not pass Farman and Baras, although the three were so close together that there was some discussion among the jury as to who was the winner. The majority decided as follows: Farman, first; Baras, second; Harris, third. Time, :35; last lap, :26 1-5.

The fashion for champions to start in the consolation races had Harris as an exponent in the next race, when he had to dismount after winning a lap prize, owing to a slack chain. Fossier won in 15:32.

A match between Baras and Farman closed the day; the five kilometers being run in 8:22 1-5, Louvet pacing the men the whole way. Baras spurted at the bell and came home a winner by a half wheel. The last lap was ridden in :28 2-5.

About the Americans.

Wheeler was much cut up about his poor showing, for, although he is still far from his shape, owing to his recent illness, a tribute paid to our climate, he fell a victim to bad luck and high gear. Harry hastened to come back to his old love, the sixty-six inch, and swore he would never ride a higher one. Wheeler is waiting for the warm weather to settle to start the last period of his training and he expects, when Zimmerman arrives, to go with him, W. B. Troy and Crooks, to some country place, where they will be quiet and won't be induced to stay up late nights, playing cards and inhaling tobacco smoke. "Crooksie" is quite willing, and says nothing will put him in shape better than a little road work to start with, and, in case Zimmerman and Wheeler decide to stay around Paris, Austin may go alone to one of our country towns, there to put in a few good weeks' training.

William Martin has been training for speed, and has achieved quite a success, as he recently beat Lambrecht, one of Lyons' best men, in two matches in succession. Martin has had enough of long-distance riding and evinces a better liking for fast work. He will probably ride medium distances mostly this summer.

Frank Waller has been training on the road and means to start in all long-distance road races this season. He is already engaged in several of them, and his ambition is to make a good showing in the Bordeaux-Paris race next month. He is going to live on the course for some time, to thoroughly know every inch of it, and ought to come out in good position in the contest. Ashinger is, as yet, undecided, but will also ride on the road.

A. G. Roux.

NO TRACK RACING FOR MILWAUKEE.

MILWAUKEE, WIS., May 3.—The Associated Cycling Clubs are making arrangements for the national circuit races to be held here on August 6. The committee having charge of the prize list has reported that the list is nearly completed and that the prizes are all up to the standard. There is no doubt that the races will be well attended. From present prospects it appears that it will be the only track event that is to be held here this year. Although most of the clubs have outlined their plans for the season, none have reported that any track events will be conducted. Each of the clubs has arranged road races, which will be the features of this year's riding. The Milwaukee Wheelmen will again run the now famous Waukesha road race on July 4. Arrangements for this event are now being made. At least two hundred entries are expected. The first road race of any importance to be given in the northwest this year will be the Cedarburg-Milwaukee road race, to be conducted by the North Side Club on June 16. The course is eighteen miles long and the roads are in fairly good condition. The club at first intended to run its annual road race over the Waukesha course, but the differences existing between the club and the Milwaukee Wheelmen, who introduced the Waukesha road race about eight years ago, have been patched up and harmony again prevails in local circles. The Racine-Milwaukee road race to be given by the Mercury Club on July 21, promises to become an annual event hereafter. The course is twenty-five miles long, but the roads are said to be good. Quite a number of riders from the southern part of the state have entered. The Bay View Wheelmen will also arrange for a race some time during August or September. The Junior Cycling Club will hold the first road race of the season. It will be run over the Whitefish Bay course on May 6. The reason why the clubs are all arranging road races and no track tourneys is probably because there is no financial risk attached to the conducting of the former. Last year nearly all the clubs held tourneys, but some of them lost money in the enterprises.

The Police Are Waging a War

against local riders who ride on sidewalks. A number of people are reported to have been run over by indiscriminate riders and the result is that the police are "laying" for wheelmen who impose on privileges. Leonard Heine, one of the offenders, was fined \$1 and costs last week, by a local police justice.

The same trouble that wheelmen experienced last year with the owners of large buildings is again cropping out. Many of the local riders are clerks and bookkeepers employed in down-town offices. Most of them ride to and from their place of employment. Some of them are having trouble in storing their wheels in the buildings. A number of owners have prohibited the wheelmen in bringing wheels into hallways, and on this account some who would ride their wheels to and from work have been deprived of that pleasure. There seems to be but one way out of the difficulty, and that is to establish a storehouse in the central part of the city where riders can store the wheels for a small weekly fee. A test case, questioning the right of owners of buildings to exclude the wheels, was tried here last year, but was decided against the riders.

The bicycle thief has again put in his appearance, and during the past week two wheels were stolen here. The police have had considerable difficulty in coping with this class of thieves, and while a few of the miscreants have been captured and the property recovered the majority manage to escape.

The Junior Cycle Club, recently organized here, is at the head of a movement to consolidate a number of small west side clubs into one organization, and name it the West Side Wheelmen. The scheme is to raise enough money to rent a clubhouse and purchase a gymnasium outfit.

The Milwaukee Wheelmen have lost several of their fastest riders who have resigned and gone over to the North Side Club. Ed Roth, one of the fastest road racers in the state, Harry Crocker, and Phil Nickel, who have records below the 2:30 mark, and Fred Schmitz, another speedy man, are among those who have resigned.

Milwaukee Wheelmen's Ninth Birthday.

The local fathers of cycling—the Milwaukee Wheelmen—celebrated their ninth anniversary here last Friday. The occasion was honored by holding a social at Recreation hall. Several addresses and songs constituted the evening's programme. The Wheelmen have done more to promote cycling in this city than all the other clubs combined. Away back in the '80's, when there were less than fifty wheels in the city, several members organized the club, and by continually "pegging" away the club has done its share to bring the sport in this city to its present standard.

A remarkable boom has struck the Mercury and the North Side Clubs. From six to twelve members are being initiated by the clubs at each meeting, and the total membership of each is now nearly two hundred.

A Boy Trick Rider.

Last summer, when Sid Black, king of trick riders, was in Lima, Ohio, he met a thirteen-year-old boy who took a great interest in Sid's trick riding. As the boy was a thorough master of the safety and able to do several good tricks himself, Black gave him a few pointers. The boy immediately began to practice, and was soon acknowledged the best trick rider in his part of the country. The lad's name is Clarence Reel. He has several unique tricks. One of the most taking is the way in which he rides over two ladders placed across a donkey's back. He has also ridden down the courthouse steps at Lima, Ohio, a feat that would cause a full-grown trick rider to hesitate to tackle. Our picture on another page shows young Reel doing some of his tricks.

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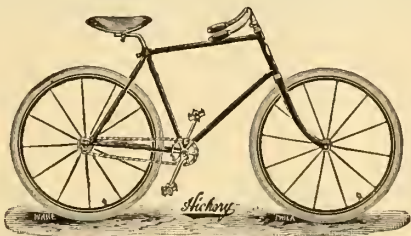
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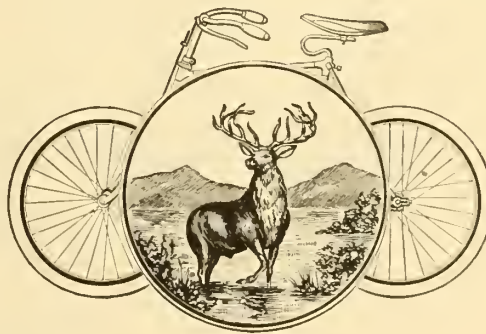
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Read what the UNION CYCLE CO. say in

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Machine Co.'s tempered steel balls.

ability and uniformity of quality."

Machine Co., Fitchburg, Mass.

51

...

SANGER, TYLER, and WINDLE

...Who ride the famous

UNION

have made their great
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Simonds' Balls

"THE BEST IN THE WORLD."

Read what the UNION CYCLE CO. say in their catalogue about these famous balls:

*"We use only the Simonds Rolling-Machine Co.'s tempered steel balls.
which we believe unequaled for durability and uniformity of quality."*

Simonds Rolling-Machine Co., Fitchburg, Mass.



occupied and roared. She laughed till she cried. Then she got up, walked to the door and called the porter.

"Porter," she said, "let this freak out by the shortest way."
It was a pleasant interview, and I was glad I called.

Bananas as Racing Diet.

An international discussion is now going on among certain cycling papers as to the fitness and desirability of the banana as a food for long-distance riders on wheels. The fruit has strong advocates on both sides of the water. The innocent scribes who are recommending the banana as an easily digested and assimilated food are inviting long-distance riders to their death. It is all wrong. Bananas are among the most difficult things to digest that are taken into the stomach. There is a lot of maudlin talk about the healthfulness of this fruit that is really exasperating to those who know better. I once heard one of the most widely known physicians in America say that one would need have the stomach of an ostrich to digest a banana. "Never put such stuff into your stomach," was the advice he gave a patient. Bananas that have been cooked are not so intractable, but of all things that could be fed a long-distance rider, this, it seems to me, is the worst. Bananas are nutritious, that is true. So are beans. But neither article of diet is good for the stomach when the partaker is in action. Infant's food would be far preferable.

As the French View It.

A young French girl, who visited the World's Fair last summer, gives her views on American cycling as follows: "At first I was very much astonished to find that the American ladies and gentlemen ride the cycle less than the French. I thought, like a French girl, that free America should surely take the lead in the use of this progressive machine. It is not so. They use the bicycle less in New York and Chicago—the two cities I know best—than we do in Paris, Bordeaux, Havre, or Marseilles. I was interested most in the wheelwomen, but there are not as many of them as there are in France. And, what is astonishing they ride in horrible costumes. O wardrobes of our grandmothers! If you could see how the young ladies dress themselves, so they will not be noticed by the lords of the new world. You can understand how I suffered as I left Paris when bloomers first came in. I learned to ride in America in a very comfortable riding school, where all the pillars and walls were covered with felt to prevent falls, or at least to soften them. As soon as I was proficient I went out with friends, with all the usual precautions; that is to say, in place of ordering a *chic* costume of my dressmaker demi-man, I pedaled along with downcast eyes, in long skirts. The machine had skirt-guards and all the accessories that wheelwomen have abandoned in Paris, and that rigid America can not give up under the pretext that it is so *shocking*!

"I must say the promenades are limited, America having, so to say, no roads. Nothing but railways. Plains and virgin forests filled with Pawnees when our grandfathers in France were traveling on ambling nags, or in coaches over national roads."

My esteemed contemporary, J. M. Erwin, is due in Paris next week, and I look to him to uphold the dignity of American journalism abroad. If he permits the editor of the *Petit Journal* to bluff on the superiority of Parisian dailies in point of circulation, enterprise, etc., let him never show his face in this bailiwick again. I think, however, that all fears of this order will be misplaced. Erwin is a man of few words, but for cool nerve and determination he can give points to the owner of Baalam's ass.

Erwin goes to Paris as a greenhorn, but he is the kind of a Yankee that can order pate de foie gras and chablis at the first throw as if he had been fed on that diet from his infancy. If he allows the cabmen and the waiters to get ahead of him, I have entirely misconceived the character of William Twinkle. I understand he will make his headquarters at the Cafe Americaine, called so because no Americans ever go there. He will do this in order to break the Frenchies in. With Erwin in Paris, it will be America against France.

Keep your eye on him.

Nothing Poetic About Him.

He was a wheelman whose tender soul was full to the brim of sweet, pure poetry, and as he rode down a gentle slope in the country, he commented to his rather prosaic and commonplace friend on the beauties of nature.

"O, my friend," he said—and there were tears in his voice as he spake—"see! see how the greenest growth of the Maytime has shaken out its emeralds over the face of the gladsome earth. Observe the purple flush in the sky, where from the heart of the cloud issues the soft, white radiance borrowed from the bountiful sun. Look yonder into the copse, too thick for the rays to enter in, how the melancholy gray deepens until it is lost in the wilderness of bewildering bewilderment. Listen, my friend, listen to the joyous note of the cock-sparrow as he picks out the eye of his hardy little rival. Look at all these things and rejoice with me that we are here. O, how beautiful is the spring! How sweet are its fresh zephyrs, and the smell of its verdant—"

Just then the poet's wheel got into a rut and his coasters ripped out eight spokes from the front wheel of his friend's machine.

"Well, of all the wad-headed, fat-headed, big-mouthed, blithering fools I ever see in my life," quoth the commonplace friend, "you're the worst, or I'll eat an onion."

Miss Wainwright's Queer Ways.

"My dear Idler, I am delighted to see you," said Miss Marie Wainwright, the beautiful actress, as she tripped into the parlor of the Richelieu, from which I had sent up my card.

"I am so glad you called. You know it is a positive pleasure to meet a journalist that is a journalist, and not a common newspaper man. There's a whole push of those gillies down-stairs waiting to see me, but I have just sent down word that 'Miss Wainwright is indisposed.' Isn't that jolly?" and the bewitching creature opened her pie vault, and let out a yell of laughter that shook down some of the onyx from the ceiling.

I grasped the coin scraper which the lady extended, and thanked her heartily for her compliments.

"Yes," I said rather contemplatively. "I am just a bit hightoned, but then all mankind can not be exactly alike. Some of us will always be superior to others."

"I should think so," said the charmer. But I thought there was something queer in her tone and look, for she turned up her red upper lip with what seemed a trifle of scorn, and took me in with her eyes, beginning at my stumps and traveling up slowly until she reached my cocoanut.

It was but a passing cloud, however, for Miss Wainwright soon began again:

"I do so love cyclists," she said. "I once had a cyclist carry my bundles for me on his wheel all over New York, and when we arrived at my hotel, would you believe it, he actually refused to take the quarter I offered. Yes," continued she with a sigh, "they are a *bum* lot, and that's a fact. See?"

"Madam," I replied, full of indignation, "your bearings are loose—I mean you—you don't track. You forget that I am a cyclist!"

Miss Wainwright threw herself back on the leather-arm chair she



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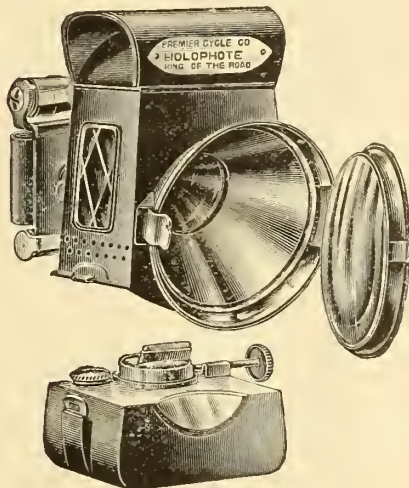
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DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MAY 4, 1894.

No. 9.

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Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

A BUSINESS MAKER.

When an agent gets the Fowler in his line of wheels and begins to explain its merits and practical points he becomes imbued with an enthusiasm born only by the offering for sale of an article of merit and one which is worthy of his honest recommendation; he recognizes more and more that he has a bicycle of more than ordinary worth, and it starts him to hustling. There seems to be a something in every particle of the Fowler that suggests hustling (refer to our catalogue, pages 10-11 as to the truth of this). Agents galore write us, "Every one is struck with the Fowler; we are highly pleased with it; please double our last order. Enclosed please find draft for last bill, less cost discount." Just such news as this causes bright lights to burn in our factory every night where honest and skilled workmen are working with might and main to fill the ever increasing orders for the Fowler. Verily it is a "business maker."

DON'T OVERLOOK THE FOWLER.

We're not saying a great pile about racing, but when the gong sounds the Fowler will be on the mark, and when the winners are across the tape the Fowlers will, like last year, scoop more than their share.

When speculating about winners don't overlook the Fowler—just like one mentioning the world's finest wheels the Fowler is never left out. By careful and skillful workmanship, finest material, aggressive progressive business policy, we have in one season placed the

Fowler with the finest wheel made, and no one can say that he has a better wheel than ours. But the cry goes on by competing agents and manufacturers, "As good as the Fowler." Never was such a true and deserving compliment as that little five word sentence, "As good as the Fowler."

YOU WILL BE A SURE WINNER.

More races will be held on Decoration Day this year than the average mortal can count. This all goes to show what a great hold the sport has in this country. Every little cross roads town will have its road race or race meet, and consequently there is a small army of riders training for these great events. Of course you are one of this army and want to win. Perhaps your best girl will be there to see you race, and you wouldn't want to be beaten while she was looking on, would you? Now, we have a scheme that will enable you to be successful, and if you will read the FOWLER TRUTH next week we will tell you how to be the first man across the tape on Decoration Day.

THE FOWLER CYCLE COMPANY.

The Fowler Cycle Company has just been reorganized, with a capital of \$10,000. They have their office and wareroom at 431 South Spring street, where they will put in a fine stock of wheels and open a complete repair shop. S. A. Savage, for 12 years finisher in the Illinois Steel Works, and experienced in the bicycle business, will have charge of the repair works. They will carry a full line of Fowler parts, and make a specialty of repairing all kinds of wheels. H. C. Parkes is secretary and treasurer, and L. W. Fox is business manager. As both are well and favorably known to all wheelmen, they are starting off with a good trade. Mr. Fox goes to San Francisco this week, and from there to San Jose to train for the midwinter fair races. The new firm will do an exchange business, and will sell wheels on installments. A full and complete line of sundries will be carried, and the business will be pushed with much energy.—*Los Angeles (Cal.) Herald.*

This enterprising firm is doing a rushing business. They write that they can not keep a Fowler in the store a day, there is such a demand for them. They have placed an order for fifty wheels, which are expressed to them as fast as possible.

JOHN W. STRYKER.

Wyoming is just beginning to experience a severe attack of cycling fever, and the dealers out there are having their hands full supplying the great demand. Of course the Fowler is eagerly sought after. That goes without saying.



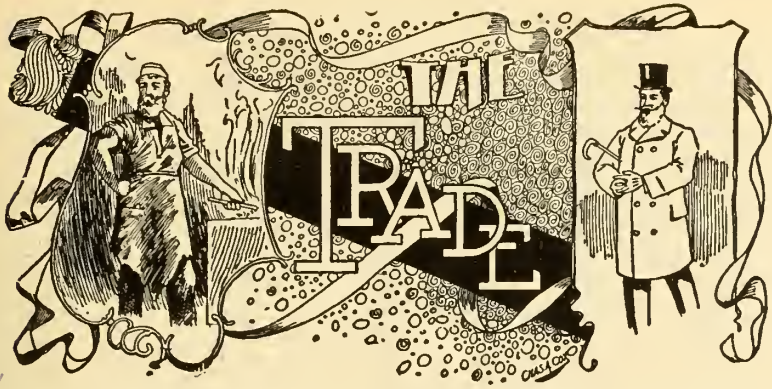
JOHN W. STRYKER.

And, as is always the case, the largest and most progressive firm handle the wheel, the W. H. Holliday Co., of Laramie, are doing a rushing business in Fowlers. To Mr. John W. Stryker, the enterprising manager, is most of the credit due, for he has set a pace that few of the Wyoming dealers can follow.

THE TRUTH BUT PARTLY TOLD.

The Chattanooga "Times" just at hand says that a veritable bicycle craze has developed in that enterprising city. The "Times" could have gone farther and remarked with all correctness that that enterprising firm, the Kirby Cycle Co., together with the advent of the Fowler wheel, caused the whole "business." When that company took hold of the Fowler and showed up to thousands the merits and unequaled points on it, the now familiar yell was heard from all competing agents, "As good as the Fowler." Thus they endeavor to head off a Fowler avalanche. 'Tis a business maker—the Fowler.

As the days grow into weeks, and weeks into months, the cry by competing agents: "As good as the Fowler," goes rolling on like a tidal wave.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

IN THE FRONT RANKS.

Editor "The Bearings": We can say without hesitation that we are receiving splendid results from our advertising in "The Bearings," and we are satisfied that, as an advertising medium, your paper looms up conspicuously in the front ranks. Yours truly,

Cleveland, Ohio, May 1. The Peerless Mfg. Co.

LOUIS SCHOENINGER DEAD.

A cablegram was received by the Western Wheel Works April 25, announcing the death of Louis A. Schoeninger, president of the company, at Davos, Switzerland. Mr. Schoeninger was abroad in search of health. He was the son of Adolph Schoeninger, who retired from the presidency of the Western Wheel Works a year or so ago in favor of the deceased.

DIRECT "STEEL" NOT DUTIABLE STEEL.

An interesting contention between the Shelby Steel Tube Co., of Shelby, Ohio, manufacturers of cold drawn tubes used in bicycle manufacture, and the United States Government was decided by Judge A. J. Ricks in U. S. Circuit Court, Cleveland, on Monday, April 16. The company named, of which David L. Cockley is president, began importing hollow billets from the island of Sandviken, Sweden, in the fall of 1891. On the first lot imported the question was raised as to the rate of duty to be paid under the McKinley act. Collector Gary, of Cleveland, held that the rate should be 16-10c per pound. The importer claimed that the material was dutiable at \$22 a ton, or a difference of about 6-10c per pound. The U. S. board of general appraisers at New York, sustained Collector Gary. An appeal was taken to the U. S. Circuit Court and Judge Ricks has just decided in favor of the Shelby Steel Tube Co., says the *Iron Trade Review*.

The case involved expert testimony and the construction of two paragraphs of the McKinley act, particularly the 150th paragraph, which defines steel products as referred to in this portion of the metal schedule. Steel as produced by the various processes, starting with pig iron or with hot metal from the blast furnace, is referred to, and the various processes are named—cementation, crucible, Bessemer, Siemens-Martin, Clapp-Griffiths, etc. Steel blooms, billets, etc., as thus defined, are dutiable at 16-10c. The contention of the Shelby Steel Co. was that the hollow blooms it imported were dutiable under paragraph 136 of the act, which reads as follows:

"All iron bars, blooms, billets or sizes or shapes of any kind, in the manufacture of which charcoal is used as a fuel shall be subject to a duty of not less than \$22 per ton."

It was argued that paragraph 150 referred to steel as the product of the indirect processes therein specified. The billets in question are produced in Sandviken from the purest ores found in the world, some of them running as high as 95 per cent in iron. The so-called direct process of producing the billet employs charcoal as the fuel and the ore is at no time brought to the liquid state, sufficient heat being used to make it pasty. Then follows shingling and squeezing and finally pressing in molds from which come out the hollow blooms. These are about three and one half inches in diameter and are cut into length of twenty inches. It was testified before Judge Ricks that they could not fall under the specification "cast and malleable" of paragraph 150, since the metal is at no time in the liquid state and is not poured into a mold. It was claimed, further, that the special paragraph 136 was meant to include just such material, and while it might be called steel, in trade, it did not fall under the technical definition of steel as constructed by Congress itself.

The amount involved in the company's claim for rebate on the first importation in 1891 is \$700 or \$800, but the total is much more. The \$30,000 figure given in one published statement is excessive.

Allowed After Three Years.

The Kenwood Mfg. Co. have been allowed a patent on their style of bicycle frame after three years. There have been two interferences which caused the delay. The feature of the frame on which the patent was granted is the continuous double tubes running from the head to the crank hanger, and back to the axle of the rear wheel. The same construction is used by the Derby Cycle Co., and other makers.

TRADE IN OHIO CITIES.

Cleveland, Toledo, Springfield, and Sandusky Have no Cause for Complaint—No Price Cutting.

CLEVELAND, OHIO, April 27.—The trade of Cleveland is in a healthy condition, and is as yet unmarred by price cutting. High-grade wheels are selling readily, and the dealers are keeping a watchful eye on long-time men. The man who wants a year's time on a wheel can not get it, and the man who has decided that a high-grade wheel should be bought for half price is more than likely to go without a wheel in Cleveland. Early this season a new firm entered the trade—Collister & Sayle, who have mowed a wide swath right into the center of the field. With the agency for such well-known and justly popular wheels as the Stearns, Rambler, Tribune, Spalding, Crescent, and Waverley, they hold a royal flush—an invincible hand. In addition they carry all the well-known lines of sundries in jobbing lots, and supply most of the local trade. Cleveland's lamp and bell law being most rigidly enforced makes this branch of the business a bonanza. A large repair shop is being opened. The store at 317 Superior street is large, and one of the handsomest show rooms in the city. At the opening of the store of this popular couple the place was crowded to the doors. The Tribune has thus far taken the fancy of the Clevelanders, and is the firm's best seller.

Across the street is the store of

H. A. Lozier & Co.,

who, of course, push the Cleveland alone. It is really wonderful the great and growing popularity of the Cleveland. Mr. Paul reports a magnificent business. His daily mail includes orders, in nearly every instance, for double the original number placed. Several stenographers are kept busy by Messrs. Paul and Harry Lozier.

Davis & Hunt Co.

This large hardware firm is located at 147 Ontario street, just off the square. J. H. Collister is in charge of the bicycle department, and it is generally admitted that there is no better cycle salesman in Ohio. Mr. Collister has the agency for the Columbia, Hartford, and Hickory in eight counties of Ohio, and the local agency for the Smalley and Western Wheel Works lines. One of the largest repair shops in the city is conducted by this firm. Mr. Collister is about to place on the market a new pants' guard, that is either attached to the ankle, holding the pants out full and round, or in the usual way.

Ohio Rubber Co.

This company manufactures the Cleveland loop tire and the Triangle or Peerless wheel. The retail store, at 200 and 202 Superior street, is disposing of a large number of these machines. The factory is very busy, and will easily make and dispose of 1,500 wheels this year. James Josephi is their traveling representative, and is now on a flying trip to the larger cities of the south.

W. J. Priest.

Mr. Priest holds forth in the second floor at 170 Superior street, and has a large line of typewriters. He has lately opened a branch house in Toledo. The Keating is his leader, and the Cleveland and Road King are also handled.

The McIntosh-Huntington Co.

The immense store of this firm is at 116 and 118 Superior street. The bicycle department is on the second floor, in charge of Mr. Bishop. The Sunol, made by this firm, is their leader. Only 1,000 wheels will be manufactured at the Chicago factory. The King of Scorcher and the Crawford lines are also handled. The sundry trade of the firm is a large feature.

E. F. Colson,

a brother of that popular traveling man, Fred Colson, has a store at 176 Superior street, and handles the Monarch line exclusively.

The George Worthington Co.

have a large hardware store at 95 and 99 St. Clair street. H. H. Rudd and M. E. Menth have the bicycle department in charge. The Ariel, Peerless, and Reading lines are handled in retail and jobbing ways for large territory. Several men are on the road for this house.

The Gas Appliance Exchange, 179 Euclid avenue, is just entering the cycle trade with the Premier as a leader.

The Euclid Cycle Co.,

just beyond Erie street, handle the Winton, League chainless, Kenwood and Victor. This is one of the handsomest stores in the city, and finely located, just at the head of one of the principally used thoroughfares.

The Cleveland Cycle Depot

is around the corner on Erie street, with one of the largest lines in the city, including the Monarch, Fowler, New Mail, Phoenix, Royal, H.-T. Scorcher, Columbus, and Hoffman, the latter a wheel manufactured in Cleveland by Hoffman & Bro., on Sheriff street. It is a clever copy of the Stearns, and high grade in every way.

John Malpas handles the Ariel at 48 Sheriff street. Bill & Overton, 435 Pearl street, handle the Columbia, Cleveland, Crescent and other lines and conducts a repair shop. E. W. Tyler, 2614 Broadway, handles the Tribune and Vigilant and the McIntosh line. Out on Euclid avenue are a number of cycle stores grouped together within sight of the Winton Bicycle Co.'s factory.

Taylor, Packer & Co.,

1137 Euclid avenue, sub-agents for the Cleveland line, and do a repair busi-

ness. C. F. Eberhard, 1140 Euclid avenue, has the agency for the city for the Sterling. He is doing well. The Burrows-Bosworth Hardware Co., 1222 and 1224 Euclid avenue, have a large, fine appearing store and are doing a good business with the Tribune and Vigilant as high grades and the Yost line for medium grades.

The W. Bingham Co.

are out of the business. This concern formerly handled the Yost line for a large territory. The Hackney Bicycle Co. have also gone out of the cycle trade.

The Winton Bicycle Co.,

at Perkins avenue and the C. & P. R. R. track, are hustling matters to fill orders for their popular wheel. From forty to fifty men are being worked and 1,200 wheels will be manufactured. The Winton was a prominent wheel on the track under "Doc" Brown and the Johnson boys last season, but the company is not favorably inclined to Class B this season.

TOLEDO.

TOLEDO, Ohio, April 27.—Toledo is an important cycling point in every traveling cycle salesman's trip in the west. A city of 100,000 inhabitants, with 60,000 of the number intelligent American-speaking citizens, with 4,000 to 5,000 of this number riders, and ranking only below Buffalo and Washington in miles of asphalt pavement, it is small wonder the cycle business of the city is large.

It should be better, and would were it not for the bad failure of the Toledo Bicycle Co., and the throwing on the market at auction of over one thousand of the Dauntless wheels. These machines are not only flooding the local market, but are, day by day, being thrown out farther and farther into the surrounding country. This factory is working steadily now, making up the parts left over into wheels that are selling for \$65. Local riders who know the wheel are making a good part of the business done by the local dealers.

The city has a fine third-mile brick-dust track, built last year at considerable expense, and here are given yearly tournaments. The cycling enthusiasm of the city is always apparent in the enthusiastic crowds present at these races.

There are Six Large Factories in The City,

the plant of the Lozier Mfg. Co. being one of the largest in the world. The floor space of this immense plant is 125,000 square feet, and just 100 wheels a day are turned out. The output of the factory will run over ten thousand. When one realizes that all the parts of the wheel are made here, except the tires, it may be inferred that Lozier & Co. have a large plant.

The Yost Mfg. Co.

employ nearly two hundred men, and are working night and day to fill the orders for their popular Falcon line.

People in Toledo hardly realize the enormity of the industry that has grown up in their midst since the advent of the bicycle. Neither do they realize the size of

The Gendron Wheel Co.'s Plant

which, for a baker's dozen of years, has been growing steadily. It is now a great group of five and six story buildings, only a few blocks from the center of the city, and covering almost a block square.

Here are employed nearly six hundred men, one third the number on bicycles, the balance on baby carriages and similar lines. About twenty-five hundred high-grade bicycles will be made this season.

The Plant of the Toledo Bicycle Co.

is being run steadily to make up the old stock left after the failure and bid in to John S. Meilink for a paltry \$15,000. There are about one thousand two hundred of these wheels. After these have been sold, the company will begin the manufacture of a new and much improved wheel.

The Snell Cycle Fittings' Co.

are working all the time, and are finding it an uphill job to keep pace with the orders that pour in for their popular line of goods. The capacity of the factory has been doubled since the start, and a greater increase is planned for.

Charles Truman & Co.,

St. Clair street, formerly with Snell, are making parts and building racing wheels to order.

A. U. Betts & Co.

have a line of good goods, well known all over the United States by the Red Cross. The Red Cross specialties—tire cement, repair kits, the Ki Yi, and a wooden rim cement—are well known. The latter is the strongest article yet seen, both as regards smell and usefulness. A pound of it put on with a brush will stick fifty tires. Mr. Betts' sundries are all of his own manufacture.

A new firm has lately entered the trade, with a name that argues success, for a royal flush never yet was beaten, except possibly by a "loo-loo."

The Royal Flush Cycle Co.

is destined to occupy a prominent place in the manufacturing industries of the country. Located in a large, double, three-story building, at 40 and 42 Erie street, the company have every indication of success. Edward J. Douhet was formerly located at Elyria, where he scored a success. Herbert J. Thompson, his partner, is an Englishman, only in this country a short time. The Royal Flush is a light, handsome appearing wheel, and the company is now working on an order for 300 of them. A score of men are employed.

SPRINGFIELD.

SPRINGFIELD, OHIO, April 27.—This city has one of the most novel cycling clubs in the United States. This is the Springfield Wheelmen, a limited membership club of twenty-five members with no clubhouse, no dues, no expenses, and over \$300 in the treasury. In addition to this the club gave, during the past winter, \$100 to charity, thereby giving to itself a prestige which can not help but do good when the next tournament is run. The money in the club treasury, and that given away so kindly to charity, was all made on last year's tournament on September 6. Trailing in after Columbus, this city captured the fliers with but little effort, and with the stars, the ducats of the good townspeople, who closed up stores and schools to go to the races, were gathered in. It is the intention of the club to give another tournament, and a date may be applied for on the national circuit following Indianapolis, or the city may decide to again follow Columbus. Perhaps it may do neither, and come in late in June on a state circuit. H. L. Old, president of the club, is undecided.

It is the bitter experience of the wheelmen of the town that a very "limited liability" idea is the only one that will work when it comes to cycling clubs. So they limit their clubs to no dues, and score a success.

The Trade of the City

is in the hands of five firms, who report good prospects for the season. Years ago, when the ordinary first made its appearance, L. F. Old, a large crockery dealer, bought some wheels. For ten years he has been in the business, and his son has grown up in it. The firm name is L. F. Old & Son. The entire third floor is devoted to wheels. The Columbia, Hickory, Hartford, Cleveland, Fowler, Waverley, and Queen City wheels are handled. P. Slack's Sons, 62 East Main street, have a large line of wheels, with a very complete line of sporting goods. All are popular locally, and they are placing the Stearns to good advantage along with Ramblers, Victor, Ide, Yost, and Western Wheel Works' goods. Philip Haerr, 14 West High street, has the Central, Union, and Gendron lines, and C. B. Fisher, 11 Lime-stone street, handles the Remington exclusively. The latter conducts a large crockery business, and succeeded his son in the business. J. S. Elliott, an insurance broker, 3 Mitchell block, is associated with Mr. Wood under the firm name of Elliott & Wood, and handle the Monarch. Mr. Wood has been on the road for the Monarch company through four counties of the state. The J. N. Sterling Novelty Co. have the most complete repair shop in the city, and Mr. Sterling is building a number of special wheels. By experts his shop is credited with being one of the most complete in the state.

SANDUSKY.

SANDUSKY, Ohio, April 28.—Trade here is divided between two or three firms. George R. Prout & Co., 622, 624, and 626 Walnut street, a large hardware firm, handle the Victor, Spalding, Credenda, Hartford, Sunol, and King of Scorchers.

P. L. Van Alstine, another large hardware dealer, has the Rambler, Columbia, Hickory, and Warwick lines. J. J. Burts & Son, hardware dealers, have the Ohio Hickorys, manufactured in Sandusky by

The Woolsey Spoke & Wheel Co.,

one of the largest manufacturers of sulky wheels in the country. The company buy their fittings and make the wheels.

Rinkleff & Talbot, hardware dealers, 721 Water street, handle the Imperial; and J. Bogart, 124 Jackson street, dealer in carriages, have the Winton.

The city has not one exclusive cycle dealer, and the trade is in a healthy condition. The dealers would all like to see a big tournament here during the present season, but can not screw up the necessary courage to undertake the task. Last year's successful meet boomed cycling in the town, but caused a deal of work for the dealers.

Trade Changes.

MILWAUKEE, WIS.—Reitzner & Richards Cycle Co., not incorporated: dissolution reported.

HAMLET, N. Y.—Frank Scott, bicycles; new store opened.

OMAHA, NEB.—Cort & Cottrell Hardware Co., purchased business of Hunebaugh & Co., 1405 Douglas st. (This company is incorporated with capital stock of \$40,000.) Will handle bicycles.

PALM BRANCH, DADE CO., FLA.—W. H. Parkin, formerly of Cleveland, Ohio, will open hardware store and handle cycle supplies and bicycles. He wishes correspondence from manufacturers.

BUFFALO, N. Y.—R. T. Palmer, 31 Otis pl., is putting on the market a new patent trouser guard for bicyclists.

WASHINGTON, D. C.—The Palais Royal, A. Lisner, proprietor; adding athletic goods and will handle bicycles.

FRESNO, CAL.—Dexter & Bante, bicycles; dissolution reported.

NORWICH, CONN.—Tompkins & Murphy, bicycles and hardware; J. F. Tompkins reported to have placed on record warranty deed to real estate.

NORWALK, CONN.—H. D. Walcott, bicycles; gone out of business.

TRENTON, N. J.—Consolidated Rubber

Co.; commenced the manufacture of bicycle tires.

SYRACUSE, N. Y.—Burr & Co., wholesale rubber goods; dissolved, John Zimmerman continuing the business.

NEW YORK, N. Y.—New York Tire Co.; opening new store at 23 Warren st.

AKRON, OHIO.—Diamond Rubber Co., incorporated by Frank Reifsnider and others; capital stock \$50,000; will manufacture pneumatic tires, etc.

NEW CARLISLE, OHIO.—Isaac Ulery, hardware and bicycles; real estate mortgage of \$533, canceled.

NEW WESTMINSTER, B. C.—Campbell & Anderson, hardware and bicycles; A. O. Campbell reported to have placed chattle mortgage for \$4,000 on record.

WASHINGTON, D. C.—J. E. Buckingham, Jr. & Co., new bicycle store on 12th st. Will handle the Cleveland and other wheels, and cycling specialties.

PORTLAND, ORE.—Northwest Gun and Bicycle Co., incorporated by F. A. Haizer, Harry Beal, and Geo. W. Haizer; capital stock \$10,000.

SHEPHERDSTOWN, W. VA.—R. G. Sui-bridge, of Hagerstown, Md., is equipping plant to manufacture bicycles.

At the cycle races in Bombay, India, during the Victoria jubilee, the Rambler again scored, Homi D. Patel, on a Rambler racer, winning the first prize in the cycle event there contested.

TEXAS TRADE TOPICS.

Business Picking up in the Lone Star State and Prospects for a Good Season are Very Bright.

HOUSTON, TEXAS, April 29.—It is hard to realize, especially so for traveling salesmen in the regularly established commercial line, such as dry goods, etc., when they perchance run across a cycle salesman, to hear him report his trade as *good*! These old knights of the grip immediately set this bicycle salesman down as being inclined to stretch matters, to say the least, but with a few exceptions, the traveling men with good lines of wheels and the determination to succeed, can truthfully say that they have done well, and some of them exceedingly well, in Texas.

Not only have the wholesale people done well, but the retail dealers with a few exceptions, report having a satisfactory trade. Perhaps the writer misstates the cause when he says the wholesale dealers have done well. He should say the manufacturers. The tendency seems almost entirely to buy direct from the maker.

At the present writing, Texas is a very much worked state, and there are now no less than a dozen traveling men, for as many different manufacturers and jobbers, industriously working all available points, both large and small. Both the Overman Wheel Co. and the Pope Mfg. Co. now have men in the state who are visiting every town of 1,000 inhabitants and over, and sometimes less, and their trade from Texas will show the result of this systematic working.

Jones, of the Central Cycle Mfg. Co.,

is doing excellent work for that company, the best of evidence of which can be seen by visiting those points covered by him. His Ben-Hur wheel, in particular, seems to be taking well. Brooker, for the Western Wheel Works, is also visiting every town, both large and small, just as they come and if the Western Wheel Works' line is not thoroughly established throughout the Lone Star state it will be through no fault of his. Brewer, of the Falcon line, has only just gotten in the state, and will hardly make any except the larger points, but his wheels are a revelation to the cycle trade in the juvenile line, especially his twenty-four, twenty-six, and twenty-eight-inch wheels, and while he is a little late to get the best representation, he will pave the way for an excellent business for his line, which will doubtless be deservedly popular.

The Simmons' Hardware Co., A. F. Shapleigh Hardware Co., Hibbard, Spencer, Bartlett & Co., and the Belknap Hardware Co., the latter of Louisville, Ky., all have representatives in the state. The three former firms have four or five men each, all of whom carry sample wheels.

J. Elmer Pratt Made a Flying Trip,

taking in a few large points, and shaking hands with his old friends, and incidentally placing a few of his Clippers with the larger dealers, but, as Pratt explained, the factory was at that time oversold, consequently he would not make any extra effort. Every one was glad to see him, however, and it was quite evident that his change in business had lost him none of his old-time popularity, and if he had been disposed to work the trade thoroughly his line would have been well received, for as it was he almost had to divide honors with his wheel, which was pronounced by all who had seen it as up to anybody's standard. J. Elmer will always be welcome on Texas soil.

R. Phillip Gormully passed through the state early this month, making only one stop, and that at San Antonio, where he met H. D. Spore, the southwestern representative of the G. & J. Co. Mr. Gormully had anticipated making several days' stop in the state, and in company with his wife, who accompanied him on his trip to San Francisco, and over the southern route, via the City of Mexico, expected to visit the principal points in the Lone Star state, but while in San Antonio Mrs. Gormully received news of such a nature as to compel their immediate return to Chicago.

San Antonio.

The trade in San Antonio has not started off so briskly as it did a year ago, but the dealers report all that could be expected, and in one or two cases they are almost jubilant at the outlook. Waelder & Smith, a new firm which has lately been started, will handle the Victor almost exclusively, and are displaying a very pretty line of the '94 wheels. France & Theile are having excellent success with the '94 Ramblers, that wheel seeming to make a decided hit with the riders in the Alamo city.

That "Pop" Field placed the Sterling agency well, is evidenced from the number of wheels W. E. Roach has already sold. Weights and tires are cutting a big figure with prospective buyers. Not so much is said of wood rims, although quite a percentage of the new wheels are being fitted in that manner. They are as yet considered experimental, and the most conservative riders are buying steel rims. The craze for light weights is, perhaps, running to an extreme. Anything over twenty-five pounds is too heavy. However, the roads are all above the average, and light wheels will stand the wear pretty well, as has been evidenced by several of the riders who have ridden racing wheels during the past season with no trouble on account of the light weights.

Austin.

Benenger & Bro. remain practically the only dealers in the field at this point. The financial troubles which befell Petnecky, have been such as to preclude the possibility of his starting up again soon. Benenger & Bro. are strong Rambler people, and this leaves the Rambler wheel in charge of the field. Three counties have been added to the territory of this firm, and they have already disposed of quite a number of Ramblers, and their trade appears to be in a very healthy condition.

Waco.

The Parker Cycle Co., under the management of W. A. Parker and Chas. Thacker, have been having first-class success with the Sterling especially is this so in the territory adjacent to Waco, which was allotted to this firm by the Sterling people. The writer recently met Mr. Parker, and he informed him also that their Waco trade was first-class, and that although he had at first considered his first order for Sterlings as being rather large, he doubted the fact of its being large enough before the season is over. This speaks well for the Sterling, and also for Mr. Parker, the latter being one of the most popular wheelmen in the state, and also a first-class salesman. A. O. Woodworth and the Rambler are getting along well; in fact Mr. Woodworth is selling more Ramblers than he ever expected, being a new man in the business, and also having such a popular firm as that with which Mr. Parker is connected to compete against.

Dallas.

Notwithstanding the fact that there are three exclusive cycle stores in Dallas, all seem to be doing fairly well. In addition to the three exclusive stores, there are one or two who handle wheels extensively in connection with other lines. Naturally, with such an existing state of affairs, the trade is pretty badly cut up, although at the present writing, the Covey Bros. Cycle Co. seem to be doing a good business, and are perfectly satisfied with their prospects. They handle Ramblers, Columbias, and the Syracuse line of wheels. Columbias are taking well. One of the most popular wheels in Dallas is the Stearns, which has only lately gotten started, but the progress already made is such as to assure a large run on this most popular line of light wheels before the season of '94 is over. The Stearns is handled by Treiller & McKee, who also carry a full line of Sterlings, and the Western Wheel Works' wheels.

Mr. Lake, who occupies the old stand of the Dallas Cycle Co., handles Unions and Fowlers, but owing to his inability to get in a full line of Fowlers, has been unable to place many of his wheels so far, but his systematic manner of advertising, and the popularity he enjoys among the host of Dallas cyclists will eventually bring him in for a share of the trade.

Ott & Treiller, the sporting goods people who made such an eminent success of the Victor last season, evidently feel the loss of John Treiller at the head of their cycle department, as the sale of the Victor wheels among the Dallas riders has been somewhat slow up to this date. They also handle the Monarch.

Beyond a doubt there are too many firms engaged in the cycle business in Dallas, and it will be safe to predict that before the season of '94 is over the number will be reduced.

Sherman.

While there are two or three firms who dabble more or less in the cycle trade in Sherman, the bulk of the business is done by the Sherman Bicycle Agency, under the management of E. W. Hope. It would take several days' travel to find a more popular wheelman, or a more enthusiastic one than the "chief." Mr. Hope has for several years been the chief consul of the Texas division, and a more conscientious, hardworking official would be hard to find. It is the same in his business; he is entirely wrapped up in it, and it would be as near impossible for him to talk five minutes without explaining the virtues of the Munger, as the "chief" sees them, as it would for him to get along without hustling for League members at a state meet. His special built Munger, which would have to be seen to be appreciated, will doubtless become as well known among the frequenters of Texas race meets as "old sixty." This special built Munger bears about the same relation to an ordinary safety that "old sixty" did to a fifty-four-inch ordinary, excepting the fact that this special built wheel has twenty-eight-inch wheels. The frame is very high. Mr. Hope has quite a little bit of territory on Mungers, viz., Texas, and it will be his earnest effort to get the dealers throughout the state to seeing the Munger as he sees it.

Paris.

Stanhope & Co. have always held more or less of a monopoly of the Paris trade, rather more than less, and as a result Paris was known as decidedly a Columbia town. However, this season about every individual that could secure a bicycle agency has one, consequently a large number of wheels are represented. The business will doubtless be controlled, however, by W. E. Massenberg & Co. who will sell the Rambler, and Stanhope & Co. who sell the Columbia. Both of these firms are thoroughly reliable and established business houses, and the line of wheels they handle will insure them a good slice of any trade there is to be had.



Houston.

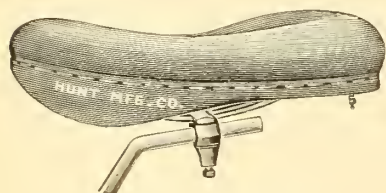
In the bayou city, matters remain about as of old, Reiersen & Spore, who succeeded H. D. Spore & Co., handle the Rambler almost exclusively. Mr. Reiersen, who has charge of the business of the firm, reports an excellent trade on Ramblers, and thinks the season of '94 promises to be the banner one of Houston in the cycle line. During the past three years at least a dozen firms have added cycles to their already established lines, and made every effort to get a share of the business, but the result has been the same, and the field always closes in the hands of the Rambler, to which wheel is always attributed the number of sales made.

The season of '94 finds another candidate for a share of the bicycle trade of Houston. J. J. Pastorizza gave "Pop" Field an order for Sterlings, but for some reason or other decided that the Columbia was more suited to his liking, and now a large sign in front of his store informs the passerby that the Columbia agency is within.

A question which might well be asked is, do curbstone agencies in any manner harm the legitimate trade, especially the retail trade? From experience in this line with just such agencies the writer should say that they do not; still there is a great deal of complaint among the dealers throughout the state about firms who will place their agency with any one who will buy one wheel, no matter whom. On the contrary he believes that agencies of this kind eventually make trade better. Rarely ever does the curbstone agent make anything out of his agency, and further than getting a wheel for himself he cuts little figure. In a great many cases, however, he serves to increase the interest in cycling, and as has always been demonstrated by the large number of wheels sold by the older makers of standard wheels, riders will have the best, and the makers of the best wheels will not place their agencies outside of the thoroughly reliable dealers, a demand is created for good wheels. The representative of a standard line rarely ever has as much trouble in getting his wheel represented where cheap wheels have been sold as where the trade is entirely new. The above refers to territory which is comparatively new, such as the Texas territory is in general. The Texas trade in general is in a healthy condition, and while it is being pretty well worked at present, it needs every bit of it.

Hunt's Pneumatic Saddle.

The latest thing in bicycle improvements is the extremely light pneumatic saddle, manufactured by the Hunt Mfg. Co. Three years ago this company placed a pneumatic saddle on the market for the first time in this country, and it met with a liberal sale by the retail dealers. Thousands of



Style EE Pneumatic Saddle.

them have been made in the seasons since then, and have given excellent satisfaction, but as soon as light wheels and light saddles came on the market these saddles seemed to be a little heavy. This company has now produced an extremely light saddle, its weight being only eighteen ounces. Its length is only ten inches, and it is just the thing for either ladies or gentlemen. It is very narrow at the forward end, as shown by the cut, and well shaped to the rider. It is thoroughly ventilated so as to not heat in any way, and what is a great improvement over anything formerly made is, that the leather covers are laced together around the sides in such a manner that the inside rubber case may be taken out and mended or replaced by the most inexperienced rider. It is made of first-class stock throughout, and is a great improvement over all saddles yet produced. It has been used successfully by several prominent riders, and on long distances. It needs to be seen to be appreciated. It has been in the hands of the salesmen only ten days, and has met with a large sale. The price has been reduced from \$9 to \$6 for a first-class article.

The reputation of the pneumatic saddle manufactured by the above company has led two other concerns in this country to manufacture practically the same thing, so much so that it has been pronounced an infringement upon the several patents under control by the Hunt Mfg. Co. The same parties have lately received notice to discontinue the manufacture of their saddle, as the above company intends to prosecute all infringements upon any patents controlled by them.

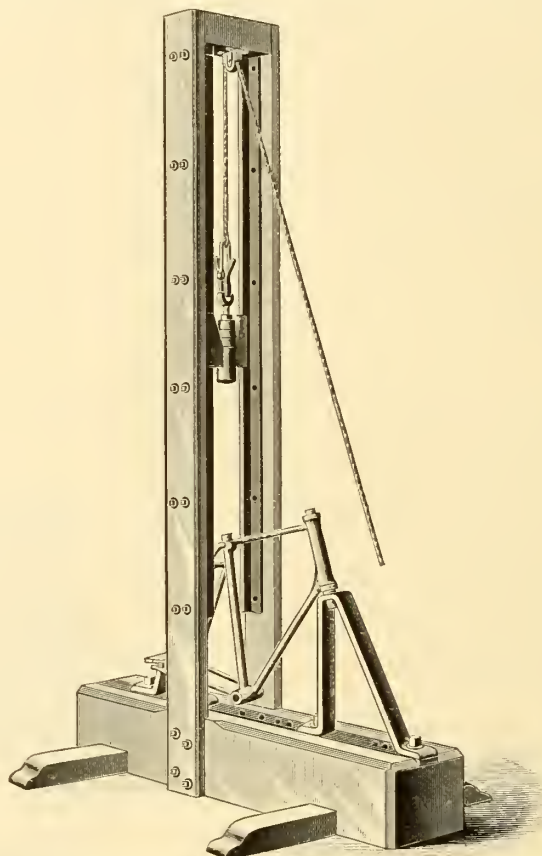
The George N. Buck Mfg. Co., of Mattoon, Ill., are putting on the market a new hose supporter, which can not fail to be highly appreciated by all bicycle riders. Parties wanting a hose supporter which suspends from the shoulder will find the Keystone one of the most comfortable and healthful supporters made. The wearer can not take a position that he can feel a strain or pull from the supporters, the strain being equalized, no matter what position you take, the body oscillating through the straps, as it were.

The Premier Cycle Co. will pay a liberal reward for information leading to the recovery of Helical Premier, No. 78,544. It is a road racer, fitted with Fairbank's wood rims, Dunlop tires, direct spokes and a Lycett's pneumatic saddle.

The Crawford Mfg. Co.'s catalogue is a little late, but it is good, nevertheless. Seekers of good wheels should send for one.

For Testing Parts.

The St. Louis Refrigerator & Wooden Gutter Co. have originated a new testing apparatus, designed to show the effect of heavy blows or of continuous pounding or vibration upon the frame of a bicycle. The apparatus is complete, and with it they can apply the test to any part of the frame, the forks, seat-post, handle-bars, etc., or of any of them, or all of them in combination. The cut shows the apparatus as used for applying the heavy impact test at the seat-post socket of the frame. The weight dropped is twenty-five pounds of iron, but this can be adjusted to anything



from fifteen pounds up to fifty pounds. It can be dropped various distances and strikes a blow of any force up to 5,000 pounds. The apparatus is also arranged so that by connection with the shaft of the factory a continuous pounding can be kept on the frame. The blows can be made of any force desired. The actual strain applied with this apparatus, or with their other apparatus, is really very much more than a machine ever receives in practical use, for the reason that the frame is held absolutely a solid foundation and must receive the utmost force of the blow or strain without being cushioned or protected in any way, as is the case when the frame is mounted upon the wheels of a machine.

The Meteor Cycle Mfg. Co.

W. C. Smith, late superintendent of the Ariel Cycle Co., has organized the Meteor Cycle Mfg. Co., under the state laws of Michigan, with a capital stock of \$25,000, all of which has been taken up. The factory at Battle Creek is now running full time, a number of orders having been received. Mr. Smith writes that every mail brings orders, together with encouraging words from many of his old friends in the trade, and that his prospects are of the brightest. The officers of the company are: W. C. Smith, president and manager; W. C. Sanford, vice-president and treasurer; J. M. Reid, secretary.

1894 HEATH BALL PUMPS

\$1.25 list

DISCOUNTS TO THE TRADE.

Being overstocked on Heath Pumps, we offer them at \$1.25 each in order to reduce stock, with a liberal discount to the trade. We will send by mail to anybody, anywhere, on receipt of

\$1.50.

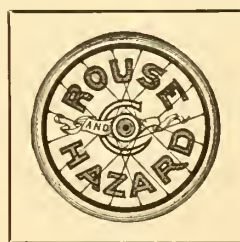
'94 Catalogue now ready and mailed free on application.

ROUSE, HAZARD & CO.

142 G STREET, PEORIA, ILL.

Manufacturers of SYLPH and OVERLAND cycles; Jobbers of Western Wheel Works '94 Crescents and Acme Lines.

Mention The Bearings



Attention!



OUR NEW THREE POUND GUARANTEED

ROAD TIRES

Are now ready for delivery. Prices, low.
Don't make any contracts until you see
our samples now ready; also our very low prices.

The Cyclone Clincher Tire

has never been known to roll or blow off the rim of a bicycle. They can be safely ridden deflated without coming off for great distances. Thousands and thousands are in use and demonstrate our statement to be true.

Don't buy clincher tires with flabby flippers. In many instances they will not stay on the rim when tightly inflated.

Send for catalogue and sample and study its perfect construction.

**CLIMAX and REX Road are the Best
Cemented Pneumatic Tires made.**

Prices Right. Tires Right.

.....ADDRESS.....

EASTERN RUBBER MFG. CO., Trenton, N. J.

BRANCHES:

NEW YORK,
CHICAGO,
PHILADELPHIA,
WASHINGTON, D. C.,
PITTSBURG,
ST. LOUIS, MO.,

90 Chambers Street.
207 Lake Street.
Arch near Broad, H. D. La Cato.
Goodyear Rubber Co.
F. S. Haywood & Co, 86 Water Street.
Day Rubber Co.

ABOUT GOTHAM DEALERS.

NEW YORK, April 30.—As the road racing season approaches extraordinary activity prevails, not only in the clubs, but the trade as well. Alex. Schwalbach, he of the Wilson-Myers, and Liberty fame, is rushed to death. One day last week he announced from his Brooklyn store that he would give away, gratis, to all applicants, one of the celebrated white duck caps which has the inscription across the front, "I ride the Liberty." In speaking of the rush which followed the cap announcement, Mr. Schwalbach says: "The census takers of Brooklyn have erred. They state in their report that Brooklyn city has a population of 896,564. The census takers did not count the boys, ranging in age from five to fifteen years in their reports, if they had they would have placed the number at 1,896,564."

On the day that the caps were advertised to be given away, long before the store opened, the boys, "kids," urchins, "fellors," youths, and it must be said, some grown persons, began to gather at the door and await developments. "Skinny Mike" was there, and so was "Fatty," "Red nosed Patsy," "Mulligan," "Mutton Lamb," "Rocks," and all the other pets of "de gang." When the doors were opened, pandemonium reigned supreme. Talk about a rush, why the Yale football team would not be a "marker" for the awful, resistless, headlong rush of that crowd. Mr. Schwalbach compares the onslaught to "an ideal similar action of Gen. Coxey's army on a foraging expedition." Over 5,000 caps were distributed among the turbulent gathering, and those who did not receive one hung around all day long in hopes of a re-enforcement of caps being announced. That night as the midnight hour was striking, Alexander departed for home, and the last thing he saw was about fifty men down in a sewer at work, all of them wearing "I ride the Liberty" cap on their heads.

The last \$85 Victor bicycles, of '93 pattern, which A. G. Spalding & Bros.

of wheelmen, this practical test can be appreciated. The three men are members of the Brooklyn Bicycle Club, and are but a small percentage of the riders of that organization who ride Spaldings. Borland has sold sixteen machines to the club since April 1.

Cycle Thieves in Chicago.

Mason & Mason are mourning the loss of Model 30 Columbia, No. 2072. Last week a sailor giving the name of Captain Hartnett rented the wheel, and did not return it.

C. K. Anderson, of the Ariel Cycle Co., left his Ariel racer, No. 5990 in the hallway of the Pontiac Building while he was transacting some business. It was gone when he returned. A liberal reward is offered.

"Columbias" in Ireland.

Secretary Pattison, of the Pope Mfg. Co., while abroad placed the Irish agency for the Columbia with the Irish Cycle Co., of Dublin.

Patriots' Day Disasters.

In no other place in the country is the great American struggle for independence held in such green memory, as in New England. The very air seems permeated with the sentiments of patriotism, and the New Englanders religiously observe every holiday sacred to the memories of the heroes who fought and died, or fought and lived to bear their honors, in the glorious struggle for freedom. Among these holidays Patriots' Day is not the least. Different classes of people celebrate it in different ways. The cyclists regard it as the formal opening of the season. In good old Boston the

RACE LITHOGRAPHS

We have on hand a small lot of very fine five-color lithographs which we will close out

In lots of 50 for \$7.50

In lots of 100 or more \$12.50 per hundred.

Cash with order or C. O. D. Samples by mail, prepaid, 25 cents each.

THESE LITHOGRAPHS ARE THE MOST ARTISTIC PRINTED.

The Bearings Publishing Co.,

46-48 Van Buren Street, CHICAGO.

slaughtered recently, has been sold in this city. J. F. Borland, who has charge of the Broadway store, says that he believes the cut has had more effect on the sales of high-priced wheels than is generally credited. However, Mr. Borland believes that before long that will be forgotten entirely and things will go on the same as before. The L in the Broadway store has been vacated and partitioned off, and soon the entire business will be located at the new place on Beekman and Nassau streets. Meanwhile Spaldings and Credendas are making a distinct impression among practical riders.

Amos Shirley has opened an uptown branch store to sell Columbias and Hartfords. His place is located at 47 West One Hundred and Twenty-fifth street, and is equipped with a complete repair shop in the rear. Mr. Shirley's down-town store, in the vicinity of Fifty-eighth street, claims part of his attention, but until he has fairly started the new place, he will devote the greater part of his energies to the Harlem place.

Peter Golden, the old time pedestrian and long-distance bicycle racer, has connected himself with the Stover Mfg. Co.'s New York store, on Madison avenue, where he is employed in the capacity of cycle instructor and salesman. Every one knows "Pete" personally, or by reputation, and those best acquainted with him will be pleased to learn that he is in prosperous circumstances and more popular than ever. As an instructor he is a positive success, being somewhat of a favorite among the ladies, and a jolly good fellow among those of the opposite sex.

The coasting ability of the Spalding wheels has been tested by W. E. Fuller in a contest with Charles Losee, of the Brooklyn Bicycle Club, mounted on another make of machine. Fuller's Spalding was fitted with wood rims, and he easily left Losee when the coasting was tried. However, George C. French, also on a Spalding, fitted with steel rims, beat both men a few moments later, and established the superiority of steel over wood rims for coasting purposes. As this question seems to be worrying any number

wheelmen may be seen out in great numbers every year as this, the holiday, comes around. They make a gala day of it as a rule. Last Patriots' Day was an exception to the rule, however. To be sure, there was no lack of sturdy riders to take advantage of the fine weather and the holiday, to disport themselves awheel, but there were unexpected troubles.

Taken as a whole the riders of Boston are an up-to-date set, and may be depended on to have the best and latest thing in the way of mounts. This is where all the trouble came in. The latest thing must be light, and among other details be fitted with wood rims. The Boston riders had all this but, to the consternation of all, it soon became evident that the latest thing was not "the" thing. There was such a splintering and cracking of wood rims as would make the heart of a manufacturer stand still. In one party there were no less than six wood rims that were rendered useless. The rims would crack or split, and the spokes either pull out of the rim entirely, or would be shoved in so far as to puncture the tires.

The air was fairly blue with a superfluity of vigorous expressions that are forbidden in the Good Book. But all that did no good. The unhappy riders of the useless wheels had no recourse but to walk home, vowing that they would make it uncomfortable for the dealers who sold them the wheels, and thinking how much it would cost to have rims fitted that would not go to pieces in such an unceremonious manner. Those who were not numbered among the unfortunates were only a degree less unhappy, for, although they were all right for the time being, they had no assurance that they would be able to finish their day's ride without accident, and if they did, no assurance that some other day would not bring them the same troubles that their companions had experienced.

The only really happy riders were those who were mounted on Eagles, which are well fitted with the celebrated aluminum rims that neither split, warp, rust, nor fall to pieces, and are equally light and strong with wood rims.

We
Have
Quit

telling you the
superior points of

The
Triangle

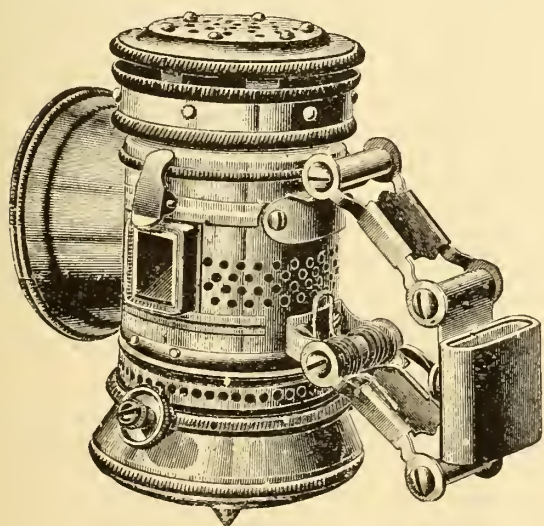
You ought to **Know them**
by this time.

'Nuff Sed.

THE PEERLESS MFG. CO.,
CLEVELAND, OHIO.

GOODYEAR RUBBER CO., Pacific Coast Agents.
577 Market Street, San Francisco,
and 73 First Street, Portland, Ore.

MENTION THE BEARINGS



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE

A Radical Change in
Lamp Construction...

The only FIRST-CLASS Bicycle Lamp.

BRIDGEPORT
BRASS CO.,

BRIDGEPORT, CONN.,

and . . .

19 Murray Street,

NEW YORK.

Have you seen the

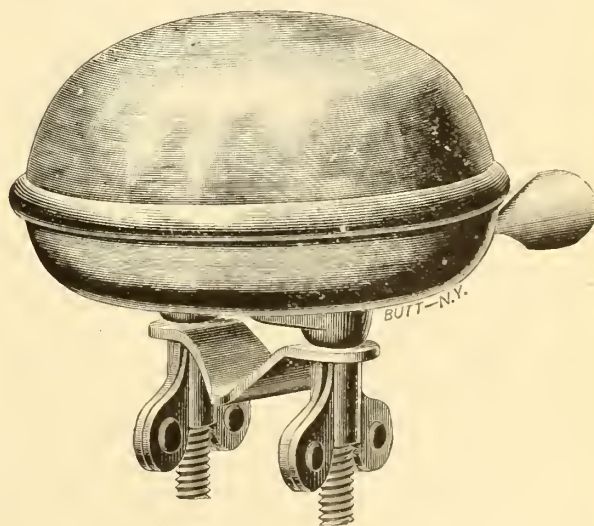
"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS



...THE...

"BRIDGEPORT."

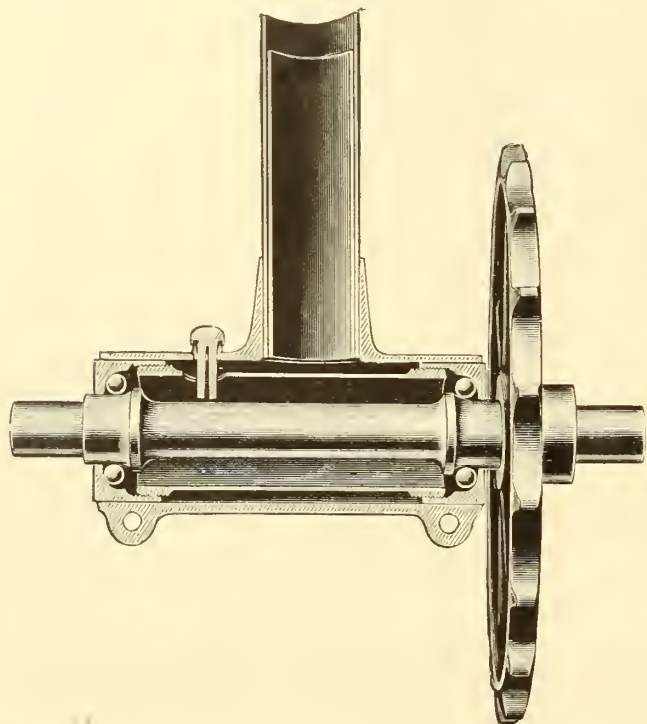
DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

The National Crank Hanger.

The National Cycle Mfg. Co., of Bay City, Mich., are very proud of the crank hanger in the National. As shown in the cut, the utmost width is given between the ball races, the straight cranks and sprocket wheel having only a clearance of the hanger and frame. The "actual tread" is as narrow as the horizontal frame tuber will permit, it being well understood that width of tread is not necessarily width of crank hanger. Nor is this the only apparent feature. Connecting the ball races together, as shown in cut, gives perfectly parallel bearings, as their relation to each other is uninfluenced by the crank hanger, which is merely in the National part of the frame. Cups pressed into the hanger must depend for their relative position in service upon the hanger for their support in that position, while



these cups are parallel before they are inserted, and are so held by the connecting tube.

By taking off one crank the entire crank bearing can be drawn from the hanger, taken apart, inspected, repaired if necessary, new balls put in and replaced in a few minutes by any one. The ends of the connecting tube form, with the cup, oil chambers, into which the oil runs, and from which it can not escape; the balls are consequently constantly running in oil. If a ball is broken, the running force of the remaining balls, coupled with the shape of their channel, throws out of the race into the connecting tube the broken pieces, thus avoiding the breakage of more balls and the cutting of the race. The oiler is not the least valuable point on the hanger. The overhanging cap, preventing the deposit of dust, lifts enough to allow the insertion of the oiler, but the lower extension of this cap is so spread that it can not become loose in the oil hole or be lost. The claims of the National hanger are: Narrow tread, broad bearing, direct application of power, even and easy running, no loss of oil, dust proof.

Small Newspapers Working the Makers.

EDITOR THE BEARINGS: We write to call your attention to the number of small papers throughout the country who are working the manufacturers for bicycles, giving part pay in advertising. We have found where they have worked two or three different factories in this way, and then sold the wheels at very much reduced rates. It seems to us that it would be a good idea for you to call the attention of the manufacturers, through your paper, to this condition of affairs. It does the manufacturers no good at all to advertise in this local way. We make this as a suggestion only, and we believe that if the attention of the manufacturers was called to it they would look into the matter before they make offers to these small newspaper men in rural districts.

SIoux CITY, IOWA, April 27.

Respectfully,

KNAPP & SPALDING CO.

"Hickorys Make a Record."

The Hickory Wheel Co., of South Framingham, Mass., established what they believe to be a record in renting wheels, on April 19, which is a new holiday in Massachusetts. On this date the company rented for the entire day thirty-two Hickory bicycles. They were returned the following morning in such condition that the entire expense in putting the machines in perfect order amounted to 65 cents, the same being for one broken pedal shaft, the breaking of which the user of the machine gladly paid for, claiming that the same was due to gross negligence on his part.

It is rumored that the Ariel company will have a team this year. Swendeman, Staley, and Fuller will probably be members of the team.

Free, a Photograph.

The line of beauty among artists is a reversed or double curve. The bloomer costume for ladies breaks the graceful curve of nature, and the result is anything but beautiful. Again, as a matter of propriety, why is it any better to expose the outline of six inches of the limb than ten inches? President Johnson, of the Premier Cycle Co., writes that the bloomer must go. It must be either skirts or knickerbockers. Miss Tissie Reynolds, of long-distance fame, wears the latter, and to introduce her costume to those of the lady riders who are struggling with the question of dress, they will send a large photograph of Miss Reynolds in cycling costume and mounted upon her wheel, free to any lady on request. Address Publication Department, Premier Cycle Co., 34, 36, and 38 Watts street, New York.

They Are Not Infringers.

EDITOR THE BEARINGS: We notice that you have received a note from the Puncture Proof Band Co. (Limited), of England, stating that they would take steps against all infringers in America. We desire to say that we are as familiar with their patents as we are with our own, and that of three patents that we hold, not one infringes in the slightest manner the "Williams' patent," owned by them.

We make this statement in justice to ourselves and to the thousands of people who are using our armor, and we hope you will give the same publicity to this statement as you have to the fact that they will take steps against infringers.

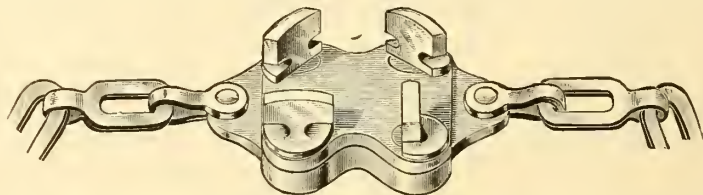
We are familiar with every puncture-proof device on the market, and we know what we are talking about.

Yours truly,

PUNCTURELESS TIRE ARMOR CO.,
HAGERSTOWN, MD., April 28. per S. M. Schindel.

You Can not Pick This Lock.

The Goodhue cycle lock is one of the most useful and attractive novelties on the market. It is very strong, being made in the most substantial manner and fitted with a length of heavy safety chain. Its simple appearance would give the impression that it could be easily opened, but how misleading such an idea is will be testified to by any one who spends his time trying



it. The combination is formed by turning the pins into their proper relation to the inserted key. There are nearly five thousand possible combinations. The lock and chain is finished in polished nickel and is very handsome. Traveling men will doubtless find this lock a good thing, both as a taking side line and for use to lock their grips to the car seat, etc. For such use the lock is fitted with extra long chains. It is made by the Independent Electric Company, Thirty-ninth street and Stewart avenue, Chicago.

Road Maps Free.

The Lamb Mfg. Co., of Chicopee Falls, Mass., makers of the Spalding have issued a series of complete colored pocket road maps of several states. These maps are of New Jersey, Delaware, Maryland, Connecticut, Massachusetts, Rhode Island, Illinois, New York, Pennsylvania, and Ohio. These maps are very valuable and should be in the hands of all interested. The Lamb Mfg. Co. will send these maps to any one on receipt of a two-cent stamp for each map to defray cost of postage.

Lightest Lady's Wheel Made.

There is no use talking, "Birdie" Munger knows how to build bicycles, if any one does. The latest attraction turned out by the Munger Cycle Mfg. Co. is a twenty-one pound lady's wheel. It has beautiful lines, and is as staunchly built as the gentleman's Munger. This is believed to be the lightest lady's bicycle ever built. Last Sunday one of these machines was thoroughly tested by a Chicago lady, and although it was ridden over some very rough roads.

Good Cement for Wood Rims.

Manufacturers, tire makers, dealers, repair men, riders, every one in fact who has anything to do with wood rims will be pleased to learn that A. U. Betts & Co. are making a thoroughly reliable cement for cementing tires to wood rims. There has been used a great deal of cement and shellac that has proven worse than useless, in that it would hold just long enough to get the rider away from any place where he could get his tire re-cemented and then allow the tire and rim to part company.

Rather Quick Work.

The St. Louis Refrigerator & Wooden Gutter Co. write that their foundry, iron storehouse, and half of their shop were burned up two weeks ago. The forge shop was rebuilt and running Tuesday week. Their new fireproof foundry, which is twice the size of the old one, will be ready for occupancy the last of this week. This is pretty lively work, running up a building, 50x110 feet, twenty-four feet high, remembering of course, that the ruins of the old buildings had to be cleared away.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol IX
No 15

CHICAGO, MAY 11, 1894.

BROKE A WORLD'S RECORD.

Nat Butler Wins First Place and Time Prize in the Linscott Road Race and Lowers The Previous Best Time.

BOSTON, MASS., May 5.—Between 40,000 and 60,000 people saw Nat Butler, of the Cambridgeport C. C., win all the glory in the twenty-five-mile Linscott road race. Besides winning the race and time prize, he broke the twenty-five-mile road record by several minutes. For his day's work Butler received a horse and buggy, valued at \$350, for first place; a \$100 diamond for time prize, and a \$150 diamond for breaking the record. His time was 1:11:28½. J. P. Clark and F. C. Graves got inside of record.

Of the 168 entries all but sixteen started and it was a race from start to finish. The start was made at 3 o'clock from Malden, the crowd being so great at this point that it was only by the hardest kind of work that a pathway was kept open.



NAT BUTLER.

The crowds were all along the course. At the turn in Waltham the checkers had to fight for standing room so that they could do their work.

There was little or no wind and the roads were in perfect condition, the rain of last night improving instead of hurting them. E. A. McDuffie and J. P. Clark were thought to have a "cinch" on time prize, but Butler fooled them. McDuffie was in poor form and before the race said that he would not finish and he didn't, dropping out at the end of two miles. Clark took the pace as

soon as the scratch men started and the way they went boded ill for the record. B. C. Wells led at five miles, Simonds being close behind. At Arlington they were overhauled by some of the back markers. The scratch men were not making very rapid headway, Clark having to set all the pace.

At the turn in Waltham, A. O. Baush led the procession, Butler being fifty-sixth. Smith led at the last turning point while Butler had passed twenty-six more men and was overhauling the others hand over fist. By this time the

Scratch Men were Entirely Out of It.

Between Medford and Malden Butler did some phenomenal riding. He had twenty-seven more men to pass and he proceeded to do it in a very businesslike way. As he passed W. F. Clark, who was riding in nineteenth place, the youngster tacked on and hung like a leech, and Butler could not shake him off. Turner also hung on and the two swept by the others like a whirlwind. At this point many dropped out of the race and Butler seemed to have a sure thing of it. Clark, who is a younger brother of J. P. Clark, gave him a close run for first place, and as this was the youngster's first race, he rode exceedingly well. Butler finished first, Clark second, and Fogwell third. J. P. Clark won second time in 1:11:45, and F. C. Graves third time, in 1:11:46.

The first race Butler ever rode in was on April 19, when he won a ten-mile event at Dedham, beating some of the best men in Boston. He started from the three minute mark today.

The Finishers.

Name.	Handicap.	Act'l time.	Name.	Handicap.	Act'l time.
	m. s.	h. m. s.		m. s.	h. m. s.
Nat Butler.....	3:00	1:11:28½	S. E. Hall.....	4:00	1:16:44
W. F. Clark.....	5:00	1:14:32½	J. W. Hendricks.....	6:00	1:18:45
W. W. Fogwell.....	7:00	1:15:33	A. J. Dyer.....	7:30	1:14:18
Daniel Turner.....	6:00	1:14:34½	Frank Mayo.....	2:00	1:14:49
J. J. McLaughlin.....	8:00	1:16:36	E. J. Blauvelt.....	1:30	1:14:20
Peter J. Styffe.....	8:00	1:16:39½	E. G. Merrill.....	3:30	1:16:38
E. S. Otis.....	5:00	1:13:42½	O. E. Peabody.....	3:30	1:16:44

Name.	Handicap.	Act'l time.
	m. s.	h. m. s.
Frank A. Lindsay.....	6:00	1:14:44
A. A. Vandell.....	7:30	1:16:15½
Verdo Westgate.....	7:30	1:16:16
Everett Hall.....	6:00	1:14:47
W. M. Pettigrew.....	5:00	1:13:50
E. H. Garrett.....	5:00	1:14:06
J. W. Bowser.....	6:00	1:15:07
Otis W. Smith.....	8:00	1:17:17
A. O. Baush.....	8:00	1:17:41
Benjamin Flye.....	9:00	1:19:00
George Cutter.....	8:00	1:18:14
C. Mitchell.....	9:00	1:19:41
J. W. Manning.....	6:00	1:16:41½
R. W. Emerson.....	6:00	1:16:43
F. T. Hurley.....	9:00	1:19:45
William Neidner.....	8:00	1:18:47
R. A. Fay.....	6:00	1:16:48
C. W. Phelps.....	5:00	1:15:42
Stephen Anderson.....	5:30	1:16:23
J. A. Webber.....	7:00	1:18:03
H. J. Alther.....	8:00	1:19:06
H. A. Seavy.....	6:00	1:17:07
A. E. Daw.....	6:00	1:17:10
A. T. Robinson.....	6:00	1:17:11
A. S. French.....	8:00	1:19:33
A. D. Rogers.....	7:00	1:18:34
L. T. Cushman.....	7:00	1:18:34½
J. A. L. Marmand.....	9:00	1:20:40
F. S. McDevitt.....	5:00	1:16:50
W. H. Gibson.....	8:00	1:19:50½
John Conie.....	9:00	1:21:00
B. W. Pierce.....	2:30	1:14:38
H. Caldwell.....	3:30	1:15:42
Watson Coleman.....	3:30	1:15:45
F. S. Haskell.....	6:00	1:18:36½
Ed Urch.....	5:00	1:17:37
J. H. Shualjian.....	4:00	1:16:41
E. A. James.....	5:00	1:17:04
W. J. Hammond.....	7:30	1:20:13
R. M. Mugridge.....	3:30	1:16:13½

Name.	Handicap.	Act'l time.
	m. s.	h. m. s.
C. A. Currier.....	6:00	1:19:27
E. L. Lambert.....	3:00	1:16:32
A. C. Barnard.....	3:30	1:16:02½
B. E. Wells.....	9:00	1:22:35
A. F. Senn.....	2:30	1:16:07
William Baltzer.....	7:00	1:20:39
J. T. Goerie.....	6:00	1:19:40
R. A. Vandell.....	7:00	1:20:22
C. M. Connell, Jr.....	6:00	1:19:43
J. P. Clark (scratch).....		1:11:45
F. C. Graves (scratch).....		1:11:46
W. H. M. Greenhill.....	6:00	1:19:47
W. G. French.....	1:00	1:14:48
H. B. Arnold.....	0:30	1:14:19
A. F. Wisner.....	1:00	1:14:20
P. J. McDuffie.....	1:00	1:14:51
E. J. Clark.....	2:00	1:15:52
C. F. Seeley.....	0:30	1:14:25
C. Stephens, Jr.....	2:30	1:16:29
F. B. Emerson.....	2:30	1:16:30
A. W. Porter.....	1:00	1:15:37
Melville Lenfest.....	4:00	1:19:05
G. A. Potter.....	3:00	1:18:20
H. F. Simonds.....	7:00	1:22:57
H. W. Robinson.....	1:00	1:16:58
W. F. Cushing.....	6:00	1:22:14
E. H. Snow.....	1:00	1:17:16
F. H. Allen.....	7:00	1:23:41
A. W. Nash.....	8:00	1:24:45
J. F. Barry.....	6:00	1:22:54
Ralph Hunt.....	7:00	1:24:08
C. A. Collins.....	9:00	1:26:22
L. A. C. Kelley.....	1:30	1:19:15
Thomas L. Downs.....	5:30	1:23:15½
L. D. Barnes.....	9:00	1:27:32
M. J. Welch.....	9:00	1:28:15
C. E. Brown.....	6:00	1:25:27
John Cowee.....	9:00	1:28:38
E. J. Foster.....	5:30	1:25:12
T. L. Walsh.....	2:00	1:21:53

The Officials.

Previous record, 1:11:59, held by W. F. Murphy.

Referee, W. J. Morgan, New York; judges, H. W. Robinson, A. K. Peck, George L. Sullivan, Spencer T. Williams, and Thomas R. Darick; clerk of course, John C. Kerrison; assistants, W. P. Libby, C. P. Percival; timers, W. H. Atwell, J. T. Nelson, J. E. Savell; scorers, Leo Abraham, Frank Fisher, H. W. McCausland, J. W. McGuire; handicapper, John C. Kerrison.

Wheeler Defeated in England.

Harry Wheeler rode his first professional race in England, at Herne Hill, last Saturday. There were 125,000 spectators present, a record gate. The most important race was the one-mile professional race, run in heats. Wheeler could not even qualify. James, an English rider, won the final, with Farman, of France, second, and Edwards, of England, third. The race was a loaf to the last quarter, the time being 3:04½.

Waller Finishes Third.

From our foreign exchanges we learn that Frank Waller ran third in the Rennes to Brest and back road race, J. Allard winning. In the races at Paris, April 22, Wheeler won the 5,000 meters' scratch, defeating Dumond and Farman by a good length.

Weekly Races at Wichita.

WICHITA, KAN., May 6.—This town is having quite a boom in cycling, and more wheels have been sold this year than ever before. Frank Burt is managing a new half-mile bicycle track. It is his intention to hold races every Thursday afternoon. The principal racing men of Wichita in training are, M. H. Burt, H. Fehleisen, R. Miller, Chas. Williams, W. Loveland, H. Higginson, and F. Root, who are being trained by Harry Davis. M. H. Burt is training hard and showing good speed. He will ride in Class A.

Crooks Wins a Race.

A cablegram from Paris states that Austin T. Crooks won a one-mile handicap last Saturday.

CHICAGO'S UNION RUN.

One Thousand of the Windy City Wheelmen Ride Over the Chicago Road Race Course—Illinois C. C. Has the Largest Turnout.

At 9 o'clock last Sunday morning it looked as if the union run of the Associated Cycling Clubs would be a grand fizzle. The sky was overcast and every few minutes the clouds would part and down would come a nasty



Chicago's Union Run—Illinois C. C.

drizzle. How any club could turn out even a corporal's guard was a great wonder, but still the wheelmen turned out in the rain and rode to Lincoln Park, the rendezvous. They were treated to an agreeable surprise, for when they reached Grant's monument the sun was shining as brightly as if it had not rained for weeks; and the roads were in splendid condition, too. The fine macadam surface was as smooth as a floor, and as clean as the kitchen of a New England housewife.

The daily papers had devoted considerable space to the run, and in consequence the sward in front of Grant's monument was packed with spectators. As each club arrived it drew up alongside of the road, while its captain reported to C. E. Salter, chairman of the committee in charge. The Chicago Cycling Club was the last to arrive, but no sooner had Captain Davis rounded the last turn, than the crowd began to cheer for the veteran club. While not so strong as the other clubs, yet thirty-six men turned out, a really creditable showing for the three C's. The Illinois, however, cast every one else in the shade in point of numbers, by means of an alluring postal card announcing that a photograph would be taken in front of the clubhouse. This tempting bait brought out 118 of the faithful, and the I. C. C. easily carried off first honors. The Lake View C. C. was an easy second with eighty-three. But the greatest surprise was the South Side Cycling Club. This thriving organization has a membership of ninety-five, and seventy-three of this number turned out. This gave them the third prize. The Lincoln Club was fourth with fifty-four; the Chicagos



Chicago's Union Run—Lake View C. C.

fifth with thirty-six, the Plzens sixth with thirty-five, the Ravenswood, and Minnettes tied for seventh with twenty-eight each. The other clubs were represented as follows: Æolus, twenty-five; Overland, twenty-five; Mars, fourteen; Calumet, twelve; Irving Park, ten; Germania, seven. The Columbia Wheelmen, with fifty men, arrived too late to be counted. There were about one thousand men in line.

Nearly every club had one or more ladies, who were, with one or two

exceptions, attired in bloomers. They made a very handsome appearance and it is safe to say that they made many converts for the new costume.

Harvey Pound photographed each club as it arrived, Grant monument being used for a background. Probably the most laughable part of the entire run was the Ravenswood C. C.'s body guard on ordinaries. Two of them were attired in long clothes and silk hats and bestrode wheels that were in fashion years ago. One of them had "Dub" chalked on his back, while "Coxey" was the inscription on the other.

The start was made about 10:45, the pace being set by Mrs. Frank J. Fanning, wife of the president of the Associated Cycling Clubs. A good line was kept all the way, the ladies easily keeping up with the procession. The course was found to be in excellent condition, with the exception of the bad stretch on Sheridan drive, where it was somewhat rough. All in all, the big run was a huge success.

FIRST ON RECORD.

PHILADELPHIA, PA., May 4.—Charles Lagan and Charles Measure, the crack riders of the Century Wheelmen's racing team of this city, accomplished a most remarkable ride for this time of the year, on Thursday, when they followed the four-in-hand coach Vivid all the way from the Stratford Hotel, this city, to the Waldorf Hotel, New York. It was the first time in the history of old stage coaching that a wheelman had made the trip, and the two riders justly merit all the praises that have been showered on them since Thursday. The start was made at 7:50 a. m., and the entrance of the Waldorf Hotel was reached at exactly 8 p. m. The total distance was 110 miles, and during the entire ride they kept up with the coach, only stopping when it did at the different relays. The men were none the worse for their ride, but on their arrival in New York were covered with dust from head to foot.

Just before the party reached the hotel there were only a few persons about, but when the blasts of the coaching horn were heard, a crowd of wheelmen quickly gathered to welcome the wheelmen. A rush was made for the men astride the wheels, and in a moment

They Were Surrounded by an Enthusiastic Crowd.

They were lifted from their machines by friends and hustled into the hotel,



Chicago's Union Run—South Side C. C.

where a general hand-shaking contest took place. The men were also congratulated by all those who made the journey on the coach.

Lagan was seen by a reporter and in answer to the latter's queries, said: "I can't say that we didn't have a pleasant trip, but we found the roads very dusty. We will not ride back to Philadelphia, as we are perfectly satisfied, now that we have accomplished what no other wheelmen have."

A party of New York cyclers will follow the coach Alert from New York tomorrow. They will ride to Frankford, a suburb of Philadelphia, and from there they will ride to the City Hall, the one reaching the place first being the winner of a medal offered by the New York Recorder. Richard H. Cain, cycling editor of the Philadelphia Record, will have charge of the run at this end.

Work has been commenced on the

New Bicycle Track at Riverton, N. J.,

and it is expected that it will be ready for use by June 15. Experts who have seen the plans and material for this track say that it will be the finest quarter-mile track in the country, being thirty feet wide and forty feet on the finish stretch. The length of each stretch will be 290 feet. The curves will be designed by practical riders, who will also superintend the construction. As Riverton is only eight miles from the center of Philadelphia, and directly opposite the northern section, the new track should be well patronized.

Tioga track is now in fairly good condition, and every day a number of the local racing men can be found spinning over its fine surface preparing for the season's work. Fred Donle, who trained "Quilly" Rich, the professional last year, has entered the employ of the Century Wheelmen and will

handle the racing team of that organization this season, consisting of Charles Measure and Charles Lagan. A room for their special use has been engaged at the track.

Thirty-eight members of the old Park Avenue Wheelmen gathered at the clubhouse, 1704 North Thirteenth street, on Thursday night and signed the constitution and by-laws of the new club, which is being formed from the late organization. There are about as many more members waiting to join the new club. The officers elected were: President, O. S. Bunnell; vice-president, H. E. Miller; secretary, E. W. Bair; financial secretary, H. Finch; treasurer, W. H. Webster; captain, George Bolton. The regular meeting will be held next Monday night, when a name will be adopted.



Chicago's Union Run—Lincoln C. C.

The Atlantic City messenger boys, of the Western Union and Postal Telegraph companies will race on bicycles for prizes at the Inlet Park track on Decoration Day.

WHAT THE COLONELS ARE DOING.

LOUISVILLE, KY., May 7.—Applications and renewals are coming in very fast this year compared with former years and are coming in, too, before the recruiting circulars were sent out. In Madisonville, where the Kentucky division have had no members, this year, up to date, twelve applications have been received. Hodgenville shows a lot of new members, where there were none before. The western part of the state is on a decided boom, both in applications and in renewals. This comes from the work of the Owensboro people, who are leaving no stone unturned to work up their meet, and the local cycle club reports that they are receiving two and three applications per week.

On account of the machinations of a rival dealer Martin & Dressing will be unable to fulfill all of the promises made heretofore in this column, as they must give up the idea of the track race part of the programme. The energy that would have been devoted to the track race is transferred to the road race, and for the first race by a new firm the prize list is unexcelled. The race will take place June 13.

The New Albany Cycle Club will soon have a track of its own, furnished them by L. Hammersmith, a wealthy resident of that city; and by the way, Mr. Hammersmith was the only democratic candidate for office in his city to be elected at the election last week. He went to considerable trouble and expense in getting plans, and has already let out the contract for the building of the track, which will be a three-lap. This club has already taken the afternoon vacated by Martin & Dressing across the river, and have announced six races, three for Class A, and three for Class B. Prizes to be announced later.

The Louisville Cycle Club's annual baseball run was made last Sunday, with forty-five members attending, the largest attendance ever brought out for a club run. They rode to Jeffersonton, a distance of ten miles, where dinner was eaten. After dinner, two nines were chosen, captained by Allison and Jefferis, which resulted in a defeat for the latter

club. The latter could not brook defeat, and challenged the victors for another trial. The matter was left to Captain Martin, who decided in favor of another game. He has accordingly called another run for next Sunday, meeting at the clubhouse at 6:30, which would allow enough time to get to Fountain Ferry Park for breakfast. After breakfast, the game will be played in time to enable the boys to return home for dinner.

In the list of big Kentuckians, published a few weeks ago, was the name of Warren Green. Your correspondent asked him for a photograph, but was refused, the gentleman saying that he had no ambition for celebrity based on adipose tissue. The few photographs of him in existence are so old that they do not resemble him now. Mr. Green is six feet two inches tall and weighs 286 pounds, and, notwithstanding his height and weight, he is a very active man. He has a brother, John E. Green, president of the



Chicago's Union Run—Chicago C. C.

Louisville Car Wheel Co., who measures about six feet four inches and weighs over two hundred pounds. The latter is not a wheelman, but has a noted stock farm, on which were bred many Kentucky thoroughbreds. Both are sons of the late Dr. Norvin Green, for so many years president of the Western Union Telegraph Co. Many of our readers will recall the subject of our sketch, when it is stated that he served as United States Consul-General to Japan, under Cleveland's first administration. While holding this position the newspapers were filled with praises, told by visitors returning from that country, and telling of his many kind attentions to them while in the country to which he was accredited. Mr. Green is now president of the Louisville Steam Forge Co., one of the largest of its kind in the United States.

The French Soldier-Cyclist.

Le Cycle shows on its front cover a soldier-cyclist in colors by the side of his machine. The uniform adopted by the army consists of a dark-blue double-breasted short frock coat, red bloomers, dark blue leggings, and a blue and red zouave cap. An overcoat is strapped above the handle-bars, a bag in front, and a rolled map to the lower tube. The lantern is attached to the left front fork, about six inches above the axle.

The Queen of Portugal embroidered a silk flag and presented it in person to the winner of a cycle race at Oporto.



Chicago's Union Run—The Start.

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GEO. K. BARRETT, EDITOR.

THE PRESS IS CENSURED.

The cycling press of Chicago has been censured!

The Associated Cycling Clubs did it!

Here is how they did it:

WHEREAS, It has been the painful duty of the Associated Cycling Clubs to note the unjust lack of interest shown in the Chicago road race by the cycling press of Chicago, be it

Resolved, That in open meeting we, the Associated Cycling Clubs of Chicago, censure said cycling press for their lack of support, discourtesy, and unkind attitude, and be it

Resolved, That a copy of these resolutions be sent to the daily press of Chicago.

There is in the wording of these resolutions an opportunity to have considerable fun with the rhetoricians of the A. C. C., but we will deny ourselves the pleasure of having fun with the delegates who drafted and passed the resolutions, and put to them a few questions.

When did it become the duty of the A. C. C. to note the interest or lack of interest—just or unjust—of the cycling press in its affairs.

What reasons have the cycling press to give the A. C. C., or their race, any support?

Of what act of discourtesy has any Chicago cycling paper been guilty, and of what does the "unkind attitude" consist?

How many daily papers printed the resolutions?

And lastly, inasmuch as the question of support has been brought up, how much support has the press ever received of the A. C. C.?

If we were satisfied that the delegates who passed the resolutions in question really represented their clubs, we should ignore the association and its affairs in the future. As it is, the publishers of this paper have spent more money in illustrating the course of the race, alone, than any one of the delegates ever earned in a month, and by the time the race is over will have more than doubled the sum.

We are waiting answers to our questions.

VALE, WALKING DELEGATE.

The walking delegate was strolling down the street one day when he met a bicycle. He surrendered at once. The bicycle was good enough for him. He persuaded his union that it ought to buy him a bicycle, and it did. Now he chases the unwary "scab" to cover without the slightest inconvenience. The employer who would spirit a few non-union men away in a wagon is easily followed. Good beer money need not be saved for carfare. News is carried back and forth with expedition hitherto unknown. One enthusiast declares that now that the unions have found an ally in the bicycle, that they will win 50 per cent more strikes.

President McKinney, of the National Brotherhood of Painters and Dec-

orators of America, says he decided that the bicycle, which hitherto the workingman has looked upon with much the same loathing as he does the cigarette, was a gift direct from Providence which it would be a sin not to accept thankfully. He promptly went to a bicycle agency and rented thirty pneumatic-tired machines for one week. Then he summoned his walking delegates and told them the sooner they learned to ride wheels the better it would be. They smiled weakly and made some feeble remarks about "bicycles being made for dudes." But being men used to obeying orders in strike times they did as they were told. Since then they have all learned to ride, though none of them pose as experts yet. But the ruling passion being strong with them they already are talking of joining the League of American Wheelmen.

Great is the bicycle.

BLOOMERS HERE TO STAY.

On another page will be found an illustration of a group of lady riders in bloomers. It is not the illustration of some club of enthusiasts who, fortified by numbers, determined to give the new costume a trial, but of individuals from all parts of the city gathered together at the A. C. C. union run.

There will be seen almost as many styles of costume as there are individuals. Some are chic and pretty; some are homely and vulgar; some are comfortable and modest. It will not take a great while for the riders to learn which are the most becoming and most comfortable costumes.

In the meantime, the fashion papers have taken the costumes up and are devoting considerable space to them. Of all fashion magazines the most conservative is *Harper's Bazaar*. In spite of its conservatism it has recommended the rational costume and has given illustrations and patterns of the new dress. A surer indication that the rational costume is here to stay could not be found.

STRAY SHOTS.

'Tis a Great Newspaper.

I. F. Bailey, a prominent Pittsburg wheelman is manager of circulation of that great daily paper, the *Pittsburg Press*. The *Pittsburg Press* is doing more for cycling in one city than the papers of any other three cities of the United States. The *Press* promotes four great road races this year, one of which has been held, and last year conducted the great 24-hour road race from Buffalo to Pittsburg, when over fifty thousand people saw the finish. In Mr. Bailey's estimation cycling is the national sport, and cites the increased interest in his publication's road races as an instance. These races tend to develop the local talent, and this year there will be three in number—one from Wheeling to Pittsburg; another from Cleveland to Pittsburg and also Buffalo to Pittsburg. All are scratch events and a time medal is given every man finishing inside a certain limit.

The proprietors and editors of the *Press* are all riders, and thoroughly in love with the sport.

The *Press* gives away many hundreds of wheels every year to youngsters and older people who boom up its circulation, and in this way does much to help the sport.

The *Pittsburg Post* also gives away wheels to build up its circulation, and has thus far distributed 3,000 bicycles in this way.

Shorland Has a Bad Time.

"D'you know," said Frank Shorland to the writer the other day, "I can't understand how those men who suffer from bad times in races have the pluck to continue. The other day I covered some seventy miles on a very light meal, and while pegging along at a nineteen-to-the-hour-bat, I began to feel a funny all-gone sensation. I slowed down to fourteen or fifteen to the hour, and gradually began to feel I didn't want much of that. Hullo! I thought, I must be having a bad time; and I didn't feel right till I'd punished a good square meal. I'm credited with a fair share of pluck, but no, I don't think I'd continue to race against a real bad time!" Then I began to cross examine him about races in which I thought he had at least suffered from uncomfortable periods. "No," said Frank, "I can't recall ever having suffered from what I now think a real bad time must feel like!" Then the conversation turned upon past events, and, in reply to some remarks, the 24-hourer rambled on with his usual vivacity. "It's very funny to look back and think of the prophecies and speculations. There's always some men who are trotted out to beat me. Last year we had Lacaille and one or two more, and up they come smiling already with several for this year. I suppose they think it worries me, but not a bit of it. I don't think myself I'm unbeatable, and, if I do get beaten, I hope I know how to take it."

—*Scottish Cyclist*.

Do They Mind It?

We wonder how Bliss and Dirnberger feel when they read in the San Francisco papers that "the two champion amateur bicyclists of the world, J. P. Bliss and M. F. Dirnberger, who have been engaged by the Midwinter Fair for the series of events in May, arrived yesterday." Of course these Simon Pures understand that the average newspaper man can not see the difference between a Class B man and a professional.

FOLLOWING THE COACH.

The New Fad of New York and Philadelphia Wheelmen—Darmer Wins the Prize.

NEW YORK, May 7.—The sport of following the stage coaches which run between this city and Philadelphia daily, rain or shine, is bidding fair to become quite the rage among wheelmen. Already several trips of the kind have been made, and, from the reports of those participating, one is impressed with the idea that great fun is to be found in the ride. The coaches, which make the trips, are the "Vivid" and "Alert," both of the regular tally-ho style, drawn by four horses, and harmonious creations of green, red and white. The vehicles are truly handsome to look upon, and the passengers add greatly to the swell appearance by their ultra-fashionable garb. The gentlemen who ride on the top of the coaches invariably wear long, light-colored covert coats, and the women are clad for the ride in ulsters and small round hats. The start is made from each end of the route at 7:50 o'clock a. m., and both are scheduled to pull up at their destinations at 8 o'clock the same night. The New York coach leaves the hotel Waldorf at Thirty-third street and Fifth avenue, and rolls on to the hotel Stratford, Philadelphia, 110 miles away.

Between Princeton and Franklyn Park, N. J., the two coaches pass each other, and the salutes and cheers sound like a Fourth of July celebration. J. Rittenhouse Miller handled the reins of the team making the first formal run, some two weeks ago. The trips are under the management of the Suburban Road Coaching Co., with amateurs as drivers.

Last Saturday a party of wheelmen started with the coach to compete for the gold medal offered by a local daily. The conditions of the contest were: The man to first arrive at the City Hall, Broad street, Philadelphia, after having followed the coach all day, only leaving it at Frankford, N. J., to be awarded the prize, a very elaborate one, which the winner may well be

than many cared to pay out at one time. It is hoped that this reduction of the initiation fee will result in a large increase in the membership, as it removes a serious obstacle from the path of many who would like to join our ranks.

McGuire in Record Form.

DENVER, COLO., May 4.—Sanger and Tyler are training daily at the Athletic Club's track on Capitol hill. Their first racing this season will be at Waltham, Mass.

Gerwing and McGuire are also training on the D. A. C. track for the coming Denver Cyclists' Union road race on Decoration Day. Great things are expected of Gerwing this year. On the 22d ult. McGuire and H. G. Kennedy rode the twenty-five-mile course on a tandem in 1:12:00 and made the fifty-six miles to Greeley, including all stops, in 2:56:00.

There is very noticeable activity here in the cycle trade, due in great measure to the coming League meet in August. Both clubs take in from twenty to forty members at each meeting. Those who attend the meet will be well taken care of in the usual generous way in which Colorado treats her visitors. All committees have been appointed and are actively at work. A three-lap track will be built at Broadway Park, only a few minutes' ride from the heart of the city. The D. C. U. has an option for a three-year lease on this property and will doubtless secure it for that time, as the rental is very low.

Champions as Seen by Denverites.

Harry Tyler is not only the essence of modesty, but he is so quiet that a pedestrian of the fly species can be heard as it promenades over the wall in his presence. He was sitting in a chair in Charlie Stokes' office the other day when G. A. Domedion, a well-known Denver wheelman, stepped in and engaged in conversation with Mr. Hilton. The talk drifted to racing topics,



proud of. Those who started on the ride were W. L. Darmer, Hudson County Wheelmen, of Jersey City; M. J. Bailey, Century Wheelmen, Philadelphia; D. H. Bratton, Brooklyn Ramblers; G. S. Eagleton, Lyceum Bicycle Club, of New York; Carl Anderson, of Brooklyn; C. S. Henshaw, Greenwich Bicycle Club, and George Van Emburgh, the professional rider, of Arlington, N. J., who proved himself such a wonderful 100-mile man in the six-day race at Madison Square Garden last winter. Van Emburgh rode to make a record between the two cities. He did not compete for the prize. Van was the first man to quit, which he did at Newark, owing to the roughness of the road, and the extreme light weight of his machine. Of the others, Henshaw's illness and Bratton's wheel breaking, caused the withdrawal of both. The remaining members of the party, although weary and tired, kept gamely at it, and reached Philadelphia as follows: Darmer, 7:35⁴⁵; Bailey, 7:45; Talbot, 7:45³⁰, and the coach, "Alert," 7:50. O. S. Bunnell, H. S. Miller, R. H. Kain and J. E. Dorsett officiated as judges at the finish.

Century Road Club's Initiation Fee Reduced.

President W. A. Skinkle, of the Century Road Club, of America, has sent out the following notice to C. R. C. members:

After mature consideration, and with the nearly unanimous approval of the members of the national board it has been decided by the Executive Committee to reduce the initiation fee of the Century Road Club to \$1, leaving it optional with members to purchase badges and century bars later, if they choose, at the prices which they have heretofore cost the club, namely, \$3.50 and 75 cents each, respectively. At the next meeting of the national board this action will doubtless be ratified, and the by-laws suitably amended.

This step is taken with the view of making admission to the club easier than it was with the initiation fee of \$5, which, although it entitled the applicant to his badge and first century bar (costing the club \$4.25), was more

and during his remarks Mr. Domedion said he would like to get out and give some of these fast men a good scorch on the road. Hilton looked a little troubled when he saw how the conversation was going, and in order to stop further progress turned to Tyler, and with a "Mr. Domedion, shake hands with Mr. Tyler" utterance, vanished into his private office to attend to some very important business, and—have a laugh.

We have beheld the mighty Milwaukeean, Sanger. We have watched with earnest gaze his machine-like action on the track, his clean-cut, stable movement, and, ye gods! his long driving spurt. Well might a world's champion quake at the sight of those legs and that massive frame, which, when set to motion, seems to sweep all before it. A magnificent being to gaze on, a determined racer, a real demon of the path is Sanger.

Bliss and Dirnberger are the warmest personal friends, pleasant, and congenial, yet modest to talk with, and for this reason their admirers are universal.—Denver *Cycling West*.

Wheeler Scores Another Win.

PARIS, May 9.—Harry Wheeler won the twenty-five kilometer race at the Velodrome today, easily beating several crack French riders. Martin, another American, finished fifth.

Terront, the French cyclist, arrived at the Velodrome at 3:32 this afternoon from Rome, having covered the distance, 1,250 miles, in six days 13 hours and 30 minutes. He was accorded an enthusiastic reception when he reached the end of his journey.

Killed by a Train.

John Haywood, a Chicago Wheelmen, while riding near South Waukegan, May 3, tried to cross the North-Western tracks ahead of an approaching train. He was not quick enough and was struck by the engine and instantly killed. He was 20 years old, and lived at 39 McAllister place.

GOTHAM IS QUIET.

Nothing of Importance Happened in New York Last Week—
Murphy Picked for Irvington-Milburn Time Winner.

NEW YORK, May 7.—This has been somewhat of an off week in and about this city. Nothing startling in the way of news has shown itself, and so the cycling world has devoted itself to the gossip of the Irvington-Milburn road race. From what can be learned the scratchmen will be W. F. Murphy, Fred B. Graves, J. W. Linneman, E. A. McDuffie, and probably one or two others not heard from as yet. Of the four named it would look pretty difficult to select a man to win. Murphy has given up his bicycle business in Brooklyn, and will devote his entire time to getting into shape and remaining there. Graves, McDuffie, and Linneman, are worthy competitors, but "Billy" Murphy will undoubtedly ride the distance in much less time than any of them. The race committee of the M. A. C. C., under whose auspices the Irvington-Milburn race is conducted, held a special meeting last Thursday in this city and passed upon a number of details in connection with the event. It was decided to rope in the last 200 yards of the course at the finish, in order that the crowd can not rush out and interfere with the contestants, as has been the case in former years. Twenty-five assistant umpires, and the same number of assistant marshals, are to be appointed, who will be stationed along the course, the umpires to watch the men, that no unfair riding be indulged in by them, while the marshals are to keep the spectators off the road as much as possible. The regular officers for the day were selected as follows: I. B. Potter, referee; A. B. Barkman, starter; F. P. Prial, chief scorer; W. C. Marion, chief marshal; A. E. Hildick, Robt. Gentle, F. W. Loucks, H. Strugnell, Chas. A. Sheehan, James L. Miller, W. C. M. Holtz, Carl Von Lengerke, judges; J. F. Fitch, M. L. Bridgeman, E. Burns, Alexander Schwalbach, and J. S. Holmes, Jr., timers; W. A. Drabble, E. A. Powers, and L. G. Miller, clerk of the course. To date there has been six bicycles of high-grade make donated as prizes to the race. There will be thirty prizes in all, and three special time prizes. Each man who rides the twenty-five miles in 1:20:00, or less, will receive a souvenir gold medal. Entries are coming in nicely, and by the date of closing, May 16, there is every promise of the largest list of names ever yet published as entries for a road race having been received.

Some of Eck's Stories.

When Tom Eck was in town last week, aside from the tales he related of Johnson's wonderful trials, and the form into which all of his men had rounded, a number of quite interesting stories floated from the lips of the "Colonel." One in particular deals with a negro revival meeting, which all the team, including Eck himself, attended one Sabbath evening. It seems that the entire crowd sat somewhere in the rear of the church and enjoyed the proceedings greatly, although, as Eck put it, Charley Murphy was put back a couple of seconds in his work, on account of an aged darky who sat directly in front of him, suddenly jumping from his seat, when all was quiet and waving his arms violently over his head, cried loudly: "Hallelujah! Hallelujah! I'se gwine to heaben sure! I'se gwine to heaben sure! Hallelujah! Hallelujah! De Lowrd be praised! I'm so happy cause I'se saved, I dunno what fohs to do! Hallelujah!" etc., etc. He had been taken suddenly with "religion" and in his wild endeavors to clamber out of his seat and into the aisle, he stepped directly onto Murphy. When he finally succeeded in reaching the passage way, up and down, back and forth he walked, at each step calling loudly that, "De good Lowrd be praised, brethren." Aside from Charley being nearly frightened to death by the sudden actions of the old fellow, he had a pair of white duck trousers spoiled by the negro in his attempt to get out, the print of the shoe being stamped with mud on them.

Another good story told by Eck, while here, was about a serenade party of darkies who arrived one evening just after supper was ended. All the boys under Eck's charge were sitting on the front porch of the hotel when the party, ten in number, arrived. By way of welcoming them Eck gave the apparent leader of the musicians a quarter, to show that there was no

"frost." Instead of serenading, the entire ten negros, some large, others small, all black and typical southern darkies, in rags and tatters, began an argument as to how the twenty-five cents should be divided among them. Softly at first, the wrangling began, then louder and louder, until every one of them was yelling at the top of his lungs. One big fellow fairly roared, "You uns see yare, I'se de basso fundo and I demand at least ways to be guven a nickel fo' my share." Another, not so big, wanted three cents instead of two and a half, which was his proportionate share. He was heard to say, as if his feelings had been injured, "Bloody Thunder, wha foah you uns think I is? Mabbe I'se not so big phyicly as Andrew dare, but I'm dog-goned ef I ain't got a razor yare what will see dat my rights am gwine to be protected."

Eck put his men to bed at 9 o'clock, and the last thing heard, long past the midnight hour, by the "Colonel" was the continued quarreling of the serenaders who had forgotten to utter one note of music in their desire to see "dat fair play wuz meted out to we uns."

Isaac B. Potter is hard at work on his "Good Roads" library, and is kept so busy compiling copy and statistics for his first number that he remains at home all the time rather than be interrupted in his labors by callers, which would be the case if he tried to do the work in his office.

New York Club Runs.

The bicycle section of the Bedford Branch Y. M. C. A. rode to Bensonhurst-by-the-Sea, L. I., and Coney Island, yesterday, in a body. There were about fifty wheelmen in the party, and a most enjoyable run was had.

Club runs hereabouts Saturday were: New York County Wheelmen to Coney Island; Kings County Wheelmen, of Brooklyn, to Patchogue, L. I.; Lexington Wheelmen to Washington Bridge, N. Y. Yesterday the roads in all directions were fairly alive with wheelmen. Some of the club runs were: Lexington Wheelmen to Orange, N. J.; Lenox Wheelmen to Coney Island; the New York County Wheelmen to Coney Island.

Warwick, the English racing man, is in this city, and will use Manhattan Field to train on for this summer's campaign. He thinks Americans are great people, and is remarkably popular among New Yorkers with whom he has come in contact so far. Warwick says that the two-class scheme is a good one, and should be imitated in all countries where there is such a thing as cycling.

An unfortunate accident occurred recently in the city, wherein an old lady was severely injured by a wheelman. The lady, who is past sixty years of age, was going home when the unknown rider struck her and knocked her flat. The wheelman escaped, and the old lady was assisted to a neighboring drug store, where her injuries were attended to. A few hours later a policeman arrested a wheelman for riding without a lantern. Now there is a case of policemen's idea of justice. If some prominent man was shot today in Chicago the New York police would hear of it and arrest some one—it matters not whom—for carrying concealed weapons. The injury to the lady was sad, but the arrest of a strange wheelman was ridiculous.

Two Enjoyable Runs.

The Long Island Wheelmen's season was opened last Sunday by a run to Rockville Center. Arrangements have been made for a run from Catskill, N. Y., to Coopertown, through the Catskill Mountains, leaving June 28 and returning by boat on July 4. A run has been arranged from Providence to Boston and vicinity, leaving here May 25 by boat, and returning May 31. Also on June 15 they will take the boat to New Haven, where Saturday will be spent and a part of Sunday, examining points of interest in and about that city, and returning by boat Sunday night. C. H. Luscomb is president of the club, which is one of the most solid in this section. The majority of L. I. W. members are men advanced in years, with common sense, plenty of the wherewithal, and being sensible and in easy circumstances, they enjoy themselves thoroughly, no matter what they undertake.

In addition to the New Jersey Athletic Club's carnival of sports, to be held May 30, a one and two mile bicycle race will be contested by Class A men only.



Chicago's Union Run—Ladies' Division.

The *Waverley* Sells at List

WE hereby announce to the trade and all intending purchasers that the list price on the *Waverley* will be maintained under all circumstances, and the liberal guaranty that goes out with every machine applies to wheels sold at list prices only.

It is not reasonable to expect that a bicycle, thoroughly high grade in every particular, can be sold under \$85.00, and we can assure our friends and patrons that, in spite of our wonderful facilities for building high-grade wheels, it is absolutely impossible to turn out a first-class, up-to-date cycle that can be sold for less than our standard price. Our advice to intending purchasers is not to believe any of the wonderful fairy tales told of fabulous profits made by the manufacturer, but buy your wheels of the old reliable concerns who are in the business to **stay**,—whose guaranty is worth something more than the paper it is written upon.

A great many capitalists have been lured into the bicycle manufacturing business by the tales of wonderful profits, as told by persons who **thought** they knew, only to drop their little fortunes in a very short time and retire with more debts and experience than mortal man cares to bear. There is not a more hazardous business in America today than the manufacture of bicycles. A concern may be all right today (so far as the innocent purchaser knows) and tomorrow be out of business. Take our advice. Pay full list price for your bicycle and get the benefit of a reliable guaranty. Do not be deceived by believing that a strictly high grade reliable machine can be bought at a cut price. No reliable manufacturer will allow his goods to be sold at a cent under the list price.



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TWO MILWAUKEE ROAD RACES.

It Looks as if Road Contests Would Be All the Rage in the Cream City This Year.

MILWAUKEE, WIS., May 10.—Two great road races will be run here this year—the Waukesha-Milwaukee race by the Milwaukee Wheelmen, and the Cedarburg-Milwaukee, by the North Side Club. Just which will be the greatest event is hard to predict. The Waukesha race has a well-known reputation. The promoters of the Cedarburg event, however, say that this will not prevent them from outdoing the race. The Cedarburg race was planned only a few weeks ago, but since then the North Side Club has done some tall hustling. All the state clubs and ten Chicago clubs, including the Century Road Club, have been corresponded with, and a large list of entries have been promised. The promoters figure on 300 entries, but that is probably a liberal estimate. The course is over the Green Bay road and is eighteen miles long. The road is in fair condition and is to be surveyed and gone over before the race is run. The time limit will be 12 minutes. A large list of prizes will be offered. Five high-grade wheels have already been donated and five more are promised. The fastest men will compete for three time medals, which have already been donated. It is quite likely that a piano will be secured for first prize. The start will be made at Cedarburg on June 16, at 4 o'clock in the afternoon. The finish will be at the corner of Green Bay avenue and Davis street in this city. The race has been sanctioned by the Associated Cycling Clubs and will be one of the events of the season.

The Waukesha Race

will be run on July 4 and will be a rival of the great Chicago race. The Milwaukee Wheelmen are now making arrangements for it, and a liberal prize list is assured. Over two hundred entries from all parts of the north-west will be received and the prestige of the event will be kept up to the standard. Although some of the local clubs are not on the friendliest of terms with the wheelmen because they refused to join the Associated Cycling Clubs, the race will be patronized by all local wheelmen. A large Chicago delegation is also expected.

The North Side Club is rapidly forging to the front as one of the largest clubs in the city. It has a membership at present of 175 and last week initiated thirty-three new members and the week before twenty-nine. The club now has the fastest racing talent of the city. Phil Nickel, Ed Roth, W. Wagner, F. Schmitz, Harry Crocker, E. Harnish, J. R. Bowen, and A. C. Runkel being among the members. The new clubhouse, recently leased, will be ready for occupancy on the 15th inst., when the opening will be observed with an entertainment. On Sunday a number of the speediest men will run a trial race and determine who shall be members of the racing team. Many of the club members are joining the L. A. W.

Chairman H. E. Raymond has granted a sanction to the Associated Cycling Clubs of this city to offer a prize, exceeding \$150 in value, in one of the events of the national circuit races here on August 6. These are the only races in which Sanger will be seen in Milwaukee. The 6th falls on a Monday. On the previous Friday and Saturday the races at Chicago will be held. It is expected that the entire delegations of riders will come here to spend Sunday and a reception will probably be arranged for them. The North Side Club will ask Sanger to make his headquarters at the clubhouse of the North Siders. The Associated clubs are also preparing for their run on Decoration Day to the Soldiers' home, where the wheelmen will decorate the graves of the dead veterans. Several prominent local men will address the wheelmen at the home.

The election at Wauwatosa last week was one of the few in which party lines were not drawn. The

Good Road Movement was the Issue.

E. D. Hoyt, a prominent resident and an active worker of road improvements, was elected president of the village board. The election was a very close one, Mr. Hoyt winning by one vote. Some time ago the village of Wauwatosa abolished township government and was incorporated as a village. Mr. Hoyt was elected the first president. Highways which heretofore had been mud puddles and poor excuses for roadways were improved under his administration. So pleased was the progressive element, regardless of party affiliations, that Mr. Hoyt was renominated on the Republican ticket. Dr. M. Fisk, a Democrat, but a progressive citizen, declined to run against Mr. Hoyt. The latter's friends believed that the election would be unanimous. Some of the residents of the village are farmers and not up to the times, and did not indorse Mr. Hoyt's modern ideas. Therefore several days before the election the Democrats and Populists concluded to run Charles Fingado, a prominent politician, against Mr. Hoyt. When the democratic wheelmen heard that Fingado opposed the improvement of roads, etc., they bolted, voted for Mr. Hoyt, and carried the day.

The work of the Wisconsin division officers is having effect and the result is that

The L. A. W. in Wisconsin Is Booming.

Chief Consul Morrison and Secretary-Treasurer Rotier have sent to all local consuls in the state a circular outlining the plans that the division officers propose to carry out during the year. Four objects are in view: The increase of membership in the L. A. W.; the advancement of the good roads movement, for which each consul is requested to send a map of his county; a list of the hotels which can be recommended to wheelmen and an immediate census of all wheelmen over eighteen years of age. The row in Oshkosh, where the various traders have divided the wheelmen into factions, will probably be settled shortly. Local Consul Higgins was found

ineligible because he was not a member of the League. The factions will be asked to agree on a consul to be appointed by the division officers. A hand book, giving information regarding the division, will shortly be issued by M. C. Rotier.

Chief Consul Morrison has appointed I. E. Strauss, F. W. Lyle, and Charles M. Welcome, the racing board of the Wisconsin division. All are of Ripon, where the state meet will be held. I. W. Strauss is chairman of the board.

Walter Sanger's wheel, that he rode in all his races last year, including those in Europe, is being exhibited by a local dealer, and is attracting considerable attention.

THE SURREY CUP RACE.

LONDON, April 21.—After a dull, depressing week of rain and easterly winds today has been gloriously fine, sunny and warm. One thousand five hundred persons made their way to Herne-Hill track, where the Surrey spring meeting took place. This was considered a splendid attendance, as the Oval crowd, it was thought, would not migrate to Herne Hill, being largely local in its character. The professional event was not forthcoming, after all, much to the disappointment of every one. The cause was rumored to be due to the absurd demands for expenses made by various intending entrants. This is not the first occurrence of this kind. Years ago the Stanley C. C. suffered a similar experience, being mercilessly bled by Howell and others of that day. The afternoon's racing was fatter than usual, the heats of the handicaps lacking excitement. The cup race, however, atoned for this. The results were as follows:

One-mile handicap, final.—J. Platt Betts, 40 yards, first; H. B. Hoch, 120 yards, second; J. H. Robertson, 50 yards, third. Time, 2:11³/₄; said by Coleman to be handicap record. A close finish.

One-mile open.—T. Osborn, first; T. E. Newman, second; T. Gibbons Brooks, third. Time, 3:03¹/₂. Won by a foot.

Five-mile scratch tandem race.—A. F. and R. J. Hsley, first; W. R. and A. B. Sleigh, second. Time, 13:14.

Ten-mile, Surrey cup race, nineteen starters.—L. Stroud, first; T. Osborn, second; B. Fisher, third; E. Leitch, fourth; P. W. Brown, fifth. Time, 25:22³/₄. Won by a length after a good race, Stroud using his head with marked advantage.

No Cycle Tax for England.

Since Tuesday morning cyclists have enjoyed a sense of relief, for Sir William Harcourt in his Budget proposals happily ignored both machines and riders, and the fears of a tax on machines, or a license for wheelmen, entertained by several journals, have proved to be groundless.

A couple of Bantams were ridden in competition at the Kensal-Rise meeting last Saturday, and although their riders did not quite win, evidence was furnished of the midgets' speed, which is decidedly superior to that of other front drivers.

The London Center of the Union have decided to take stringent action to stamp out betting at all race meetings held within the area under its control. At Kensal Rise last Saturday the bookmaker was rampant, and much comment was provoked by the scandal. At Herne Hill betting is practically unknown. Permits will be withheld from clubs holding meetings at grounds where the evil is tolerated by the proprietors.

An International Race.

At the Catford meeting, on May 5, keen interest will surround the professional events, which include the England vs. France team race and a mile-scratch race. In the former France will supply Fosse, the Farman brothers, and Anthony, and England will rely on A. W. Harris, A. C. Edwards, Barden, and Schofield. These are subject to alteration. A large party of Frenchmen will come over to see the sport.

This afternoon the Society of Cyclists, whose president is Sir Benjamin Ward Richardson, held a run to Guildford. A party left London at 10 a. m. and

Rode Down the Ripley Road,

which is in superb condition after the recent rains. Another party followed in the afternoon. On reaching Ripley a visit was paid to Sutton House, a very interesting specimen of the Elizabethan country mansion of the sixteenth century. The party on reaching Guildford was augmented by several members of the Stanley C. C., and half a dozen members of the Lady Cyclists' Association. Mr. F. Lasham, of the Guildford C. C., read a short paper after dinner at the White Hart Hotel, where the night was spent. Tomorrow the party will visit Hind Head and Frensham; two of the loveliest spots in Surrey within easy reach of the capital. After a wet week, with chill northeasterly winds, the weather was again sunny and mild and the Surrey scenery is rapidly assuming its summer aspect. In May and June runs to Brighton and Silchester are to be made. At the latter place some curious Roman remains will be inspected, the result of recent excavations. In July an important congress, extending over two days, will be held at Maidstone. Since its fusion with the Stanley C. C. the society has exhibited every sign of renewed life, and its fixtures will prove specially attractive to lady riders.

The Birmingham Center of the Union recently decided to refuse the applications for licenses of all riders connected with the trade. On finding, however, that other centers showed no inclination to adopt a similarly severe policy, it is now stated that the center intends to reverse its methods and exercise the greatest leniency, in order that the district may not be deprived of its best racing men. This transition from one extreme to another is rather regrettable, and will probably give rise to complications later in the season.

C. W. HARTUNG.

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At the request of a large number of our customers and agents, we have decided to make the following reduced prices on 1894 patterns:

Roadsters, and Ladies (Steel or Wood Rims)	-	\$125.
Road Racers (Steel Rims)	-	125.
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Racers (Wood Rims only)	-	150.

In addition to the above concessions, we are now prepared to supply when ordered, without additional charge:

Reversed (raised) Handle-bars of any width desired.	Any Pneumatic Tire desired.
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We are also supplying Helical Racers which we will guarantee not to exceed 19 lbs., all on Palmer or New York Racing Tires ONLY.

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THE CYCLING LIFE

BY THE IDLER

Did you ever stop in this mad rush of life to analyze a cyclist? It is an interesting subject, and will prove all the more so in that to do it we must subject ourselves to introspection and, to borrow a phrase from Richard, decant on our own deformities.



In the first place there is the man of sense and home affections who works in an office in the city and who gets a small salary. He rides the wheel for economy's sake. He has figured out what it costs him a year in carfare, and invests about once and a half that sum in the purchase of a second-hand wheel, which he counts on using about four years. For that reason we generally see him mounted on an old-style cycle—often a cushion tire, and now and then even an old, archaic solid tire. He scorns the chap who wears bloomers, rides

an up-to-date mount, and passes him on the boulevard with a whirr of the chain indicative of a fast pace. Your utilitarian wheelman is a slow but an expert rider. He threads his way among mazes of vehicles in the city's heart, and is very often seen with a brier-root pipe in his mouth. He is heartily despised by the club man and the sporty cyclist.

Then there is your family cyclist. This chap is a grievance and an eye-sore. He is stiff and angular. Goes out o' evenings with his wife, not infrequently accompanied with his progeny in a baby carrier. If he is well to do he is equipped with the latest model, mudguards, and all. He and his retinue seem to think they have a first lien on the street. He, too, hates the club cyclist and the sporty boy.

Now comes the middle-aged valetudinarian who rides for his health. This person is the scourge of all true cyclists. He is generally very thin and fallow. His gas-pipe legs and his straggling beard, his slow pace and his frequent rests are enough to make a strong man weak. When he can he engages you in conversation and will tell you all about the thousand ills he now has and the thousand more he had before he began cycling. His taste for cycling costume stops with a cap he has purchased in some large dry-goods store.



And then there is the person of youthful appearance, whom nature intended for a man and miscarried to produce an anomaly. He is tricked out in the very latest of cycling dress—all painfully clean. His wheel is furnished with every device known to the trade, mudguards, lamp, brake, and a great squawker, which he uses when there is absolutely no need of it at all. He has never been in the country because he can't stand the rough roads, but he loves to "scorch" up and down the asphalt and look back tauntingly at



young ladies who are out for a pleasant ride in the park. This species of wheelman is a blight on his kind and is to be shunned more than rat-poison. How nice it would be if he could be stamped out like small-pox or Texas fever.

Next we have the callow boy who has just joined some club. He affects the road racer in every particular. Seems to think he is the salt of the earth, and that the louder he can yell the more glory he will get. He is an insufferable nuisance to the general public and is the type of all wheelmen to the non-cycling citizen, in whose imagination he stands for the whole wheeling fraternity and who, on his account, has acquired a deep, intense, and never-to-be-rooted-up prejudice against the very name of cyclist. Yet this "cad" as he is called, has in him the seeds of a hardy manhood. A few years hence he will be a bluff man with big legs and arms, and a capacity for taking care of himself that is not common among men. That is unless he develops speed and becomes a racing man.



Next we have the enthusiast who has been riding one season and is maudlin about the pleasures of the wheel. He rides day and night, runs centuries, and talks of cycling on and off the wheel. Next year he will sell his wheel and never be heard of again. He is a bird of passage and does not belong properly in the cycling family.

Now comes the typical club man, who knows all about records, is a hard rider, minds his own business, is careful and conscientious on the road, takes an interest in cycling legislation, and buys a new wheel every year. He may be married or single, that matters little, but he is always manly and strong and is the bulwark and salvation of cycling.

And now we come to the dilettante cyclist; the chap who goes in for pleasure, pure and simple. Is affiliated with no organization, and has no set. He



may be a hardy rider, or a moderate one, fond of the country, makes centuries without wanting a badge, and is fond of long tours in vacation time and of exploring new sections of the country. When he can he will see Europe on his wheel. He is a good judge of a bicycle and is wanted by the clubs, but as he takes absolutely no interest whatever in cyclists or cycling, except so far as his own riding is concerned, he seldom loses his individuality. This sort of cyclist is supremely selfish, but his philosophy may after all be the correct one.

I might call attention to the riff-raff of the cycling world; the thief who has learned to ride that he may steal; the tramp who has modernized his art by using the cycle, and a few others of that guild. But these are not in the public eye and are apart from the great fraternity of cyclists with which we come in contact every day.

Another Romance Spoiled.

"Imogen, darling, speak that little word again. Tell me you love me!" As Harold Strawlegs uttered these words he drew an inch or two closer to Imogen Casey, and deftly slipped his right arm around her fairy-like waist.

The happy pair were seated on a 4x4 chair in the drawing-room. Without, the boulevard lay in all its glory. The first fresh buds of spring made yellow the treetops, and the grass had now taken on a beautiful Paris green. Twilight hung on the world like a mosquito bar and nothing could be heard in the still air, save the soft accents of the strawberry man as he called out in the alley, "Strawberrees! strawberrees! only ten cents a gallon, here!" Away to the west the sun had already sat down hard, and nature herself seemed to feel that if something wasn't done quick, something would burst.

The spirit of the hour overswept the soul of young Strawlegs. "Imogen," he continued, "I know that men have loved ere this. I know there has been that in men's hearts which they have called love; but compared with my strong passion their fiercest feeling is but a baby breath in a cyclone; a mere apology and excuse for love."

"Oh, Harold, and do you love me thus?" murmured the maid, as she turned her beet-red lips toward him.

"Love you!" he exclaimed and there followed a sound like this: Me-yum-yum-yum.

Then he breathed again. "Imogen," he said, "I love you as woman was never loved before; as man never could love before; I love you with an all-reaching, consuming, infinite—"

"Say, mistab!" interrupted the colored servant as she opened the door and looked in, "say, some 'un has jest skinned off wid dat dere bi's'kle o' yourn, fo' de lawd."

"The h— you say," he roared, as he dropped the palpitating maiden, and tore out of the house. And the wedding has been indefinitely postponed.

Must Now Live on Pastry.

Swell athletic clubs in New York and Chicago have passed resolutions barring out Class B men from all their cycling contests this season. This will be a severe blow to Class B men to be sure. The poor fellows have always depended on the athletic clubs for their bread and butter, and now that these have been taken from them they will have to live on what little cake, custard pudding, and cherry pie the makers will consent to give them. It is a sad case, indeed, one fit for the tears of the charitable man.

Tommy Stevens' Marvelous Find.

According to a local contemporary, Tommy Stevens, the world girdler, has made an important discovery. He has, by the means of the camera, discovered the methods used by the Mahatmas of India—"the leaders in the ranks of theosophists"—for the production of their wonderful phenomena. If this be true, Thomas has made a discovery beside which that of the unpuncturable pneumatic will not be worth mentioning. It has been generally believed that the theosophic Mahatmas, as a hoax, could give points to the Keeley motor. If Tommy has found the Mahatmas he ought to trot out one or two of 'em just for the fun of the thing.

It has stood the test of time.

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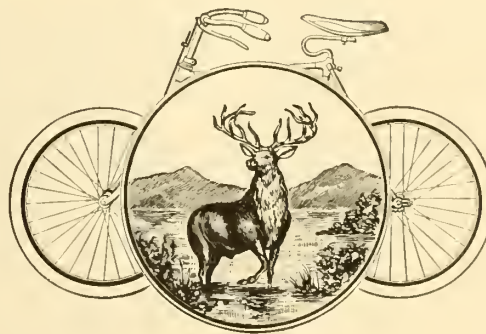
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*The Hartford Cycle Co.,
Hartford, Conn.*

MENTION THE BEARINGS

It is the Same Old **Simonds** "THE BEST IN

Read what the Central Cycle Mfg. Co., of Indianapolis, Ind., Ma

G. W. Weymouth, Gen. Mgr. Simonds
Rolling-Machine Co., Fitchburg, Mass.
Gentlemen: We have used the Simonds Ro
in the manufacture of our bicycles since we
We find they run perfectly true to size, and
have never yet found a broken or defective ball
in the manufacture of our bicycles since we
tion and to the Simonds Balls we give the
cheaper balls but cannot afford to do so. We
and reliability of your count and size. You

Simonds Rolling-Ma

Story Regarding s' Balls THE WORLD."

Manufacturers of the Celebrated Ben-Hur Cycle say concerning them:

Indianapolis, Ind., April 30, 1894.

Machine Company's steel balls exclusively
began to manufacture the Ben-Hur Bicycles.
perfectly round and of uniform temper. We
Our bearings have given universal satisfac-
tion for our perfect bearings. We can buy
compliment you on the quality of your work
very respectfully,

CENTRAL CYCLE MFG. CO.

(Signed) L. M. Wainwright, Pres.

Machine Co., Fitchburg, Mass.

51

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It is the Same Old Story Regarding **Simonds' Balls**

"THE BEST IN THE WORLD."

Read what the Central Cycle Mfg. Co., of Indianapolis, Ind., Manufacturers of the Celebrated Ben-Hur Cycle say concerning them:

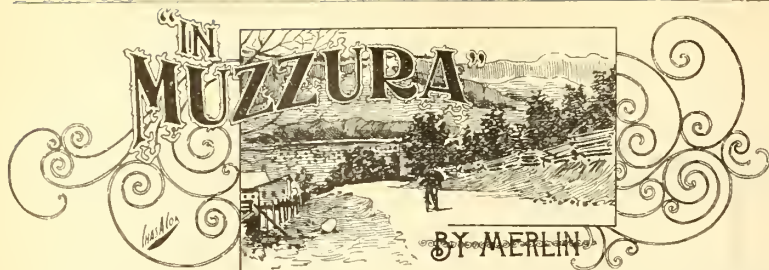
G. W. Weymouth, Gen. Mgr. Simonds
Rolling-Machine Co., Fitchburg, Mass.

Indianapolis, Ind., April 30, 1894.

Gentlemen: We have used the Simonds Rolling-Machine Company's steel balls exclusively in the manufacture of our bicycles since we began to manufacture the Ben-Hur Bicycles. We find they run perfectly true to size, are perfectly round and of uniform temper. We have never yet found a broken or defective ball. Our bearings have given universal satisfaction and to the Simonds Balls we give the credit for our perfect bearings. We can buy cheaper balls but cannot afford to do so. We compliment you on the quality of your work and reliability of your count and size. Yours very respectfully,

CENTRAL CYCLE MFG. CO.
(Signed) L. M. Wainwright, Pres.

Simonds Rolling-Machine Co., Fitchburg, Mass.



Old Missouri, with her Ozarks, her rocks and her rills, God bless her! Riding a wheel, you hit her blessed rocks and tumble into her sainted rills. To those fond of making a study of nature and its human side issue, I would say hie away to the remote recesses of the Ozark Mountains and mingle with the hardy mountaineers. Once there, you will be loath to leave the place, with all its Arcadian provincialism. The outside world may struggle, grapple, with the burning questions of the day; "men may come and men may go;" the Brazilians revolt and the Hawaiians rend their linen over dusky Lil, but the denizens of the district in question meander down the path of life, with not a ripple of excitement coming in from the outside world.

In this country a man's wealth and respectability is gauged by the number of mules and dogs he has; and if he has a "white licker worm" stowed away somewhere in the hills he is a nabob in his "deestrick."

Touring through this country is hard work, but still they have "hard roads." The rocks vary in size from a pebble to as large as a bushel basket. But to the hardy cyclist, who braves the labor—and punctures and attendant cuss words—his experiences with the people will repay him for all his efforts. It was my good fortune at one time to attend a ball in the Ozarks. (They called it a "leg-shakin'.")

One warm, still August afternoon I was making my way slowly over an exceedingly bad piece of road; and after an hour's climbing and walking I arrived at the top of the incline. I started to lie down and rest, when upon looking down the road I noticed

Smoke Curling up Among the Trees

in the distance. I was hot, tired, and thirsty, and the day was beginning to draw to a close. Now fire generally betokens the immediate presence of mankind, and the presence of mankind, in most cases, betokens the presence of water, and water I wanted—badly, so I again mounted and made my way toward the smoke. A turn in the road brought me in sight of a log-cabin, nestling in the edge of the wood. Riding up to a rail fence, I dismounted and leaned my wheel up against the "pickets." I jumped the fence and then I wished I had not been so precipitous. In every angle of that "stake and rider" reposed from two to five hounds, coon dogs, bird dogs, curs, "rat and tans," and every imaginable breed of the canine kingdom, and in a short space of time they were rolling out and "doing business at the old stand."

My Calves Were Soon Very Liberally Tasted,

and the pack passed comment upon their quality in howls, barkings, and bays. Picking up a discarded "singletree" I produced a walking space and started toward the hut. As I proceeded the procession moved with me. It was in the form of a wagon wheel; I acted the unwilling part of the "hub," and the dogs furnished the spokes. When about thirty yards from the door the lady of the house appeared, and stood in the door shading her eyes with her hand. Around her, clinging to, and peeping from the ample folds of their mother's gown, were about nine towheaded youngsters. From behind the rain-water barrel, at the corner of the house, there appeared another head, and over the "ash-hopper" another pair of eyes was observing the entire performance. The mother gazed only a minute; then grasping a mop she charged the phalanx of canines with great effect, "Yare Tigie! You Carlo! Git aout Fritz! Hare Gip!" and so on, calling each one by its name, and attempting to belabor every dog at one fell swipe of that stick and bundle of rags. I was rescued. She invited me in, and when there

Asked Me to "Ease My Things."

Being clad in a sweater and knickerbockers my natural inborn modesty compelled my not complying with this request, but I compromised, and laid my cap on the floor. Then I asked for the water for which I had fought, bled, and nearly died for. The kindly soul sent a bashful sonny for the desired "watah," and then proceeded to examine me.

"Stranger, what mout your name be?"

I told her.

"Where mout yer be from?"

"Illinois."

"Sucker, air ye?"

I thought I was, and told her so.

"Well yer appear to be honest from yer looks. Kaint yer stay to suppeh?"

This is the space of



She invited me in.

time I took to accept. At this juncture the sonny returned with that water. It was in a gourd, but it was the best water I have found in any clime I have visited.

The mountain Venus was watching me as I disposed of the celar, cool liquid.

"Thusty, wa'n't ye?" and I pleaded guilty.

"Got enuf?"

I had enough to supply present needs.

"Want Some Red Licker?"

(Ten minutes between acts.)

"Naow jest make yerself comfortable, an' I'll begin ter get suppeh. Thah boys will be hum directkly."

I did as directed. Keeping my eye on the horde of dogs I slipped out and laid down upon a bench outside the door. Glancing down toward the road I noticed two stalwart looking individuals endeavoring, one assisting the other, to ride my wheel. It is safe to say they did not succeed, but soon gave it up as a bad job, and crawling over the fence proceeded toward the house.

"Evenin', strangeh;" followed by the same category of inquiries so recently propounded by the good woman inside, including the "red licker," which was answered in the same manner as before. * * * * Dad and "Dan'l" were home for the evening.

To pass away the time I accompanied "Dad" while he "done the chores." Together we fed the hogs—old-time "razor backs"—and "pailed the kaow," also split wood for breakfast's fuel supply. As we returned to the house in reply to a clarion call of "suppeh" I made a discovery—

I Was Among the "Clay-eaters."

I had heard of these people eating clay, and expected to find them delving in the soil for the sought-for brand of earth, but I was wrong. The large chimney that goes up from the outside of the cabin is composed of sticks and clay. In the course of time the fire causes the clay to become like chalk, and as we passed the chimney the old man broke off a fragment and began nibbling it. Being in Rome, figuratively only, I too sampled the clay. It tasted like chalk, having a not unpleasant taste, and then I understood the "clay-eating." I afterward noted that the children never passed that smoke-stack without laying in a supply of rations. I suppose the habit grows not unlike the habit school children have of nibbling and eating crayon.

We "washed fer suppeh" in a tub, and then went in to do justice to a regal repast composed of "co'npone and bacon." I never was a hearty eater anyhow, especially on some occasions.

After the family had finished up every scrap of pone, and the old man had carefully taken a chunk of pone and wiped the grease out of the pan in which the bacon had been deposited on the table, I arose and stating that I must push on, offered to pay for my entertainment. That made both Dan'l, the father and the mother mad. Not a cent would they take. I thanked them heartily and again started to leave when Dan'l stopped me, wanted me to stay all night with him and

Attend a "Leg-Shakin'."

at Wilkens' "crost the crick." As I was forty miles from a railroad and did not much like to travel at night in an unknown country I decided (after mature deliberation) to accept. Dan'l was soon looking uncomfortable and out of place in his "meetin' clocs," and straddling a couple of saddle mules we started to the scene of festivity. "Fordin' the crick" was not pleasant for me. I had to stick my heels up even with the mule's head to keep from getting my limbs wet. Finally we reached "Wilkenses." Several horses were tied outside, two lumber wagons, one or two road carts, and one venerable "carry-all." We dismounted (slid off) and entered. "Doc" Smith was "doin the fiddlin'." Old man Wilkens met us and ignoring Dan'l began, "Glad tu see ye strangeh, suil right in, no interdection necessary." I "sailed in" and soon was wading through "Weevily Wheat" with Sal Wilkens. Then we executed "Nellie Gray," and "Shot the Buffal-ler." In the next room

A Company Was Playing "Kissin' Games."

I quit dancing. In the center of this room stood two towering horny handed sons of toil, and hand in hand the balance circled around them singing

*In ther ring two gentleman fair,
Bright blue eyes an' curly hair,
Rosy cheek an' dimpled chin,
Please, kind miss, will you step in.*

At this both of the centerpieces made a lunge and grasped a screeching but unblushing damsel around the waist and she reluctantly (?) was dragged into the circle. The company then closed up the gap, and while the maids were being embraced and kissed, again circled and sung the refrain.

*Ho, ho, ho, whut er choise you made,
In yer grave yer had better been laid,
Kiss'er quick an' let'er go.
Don't yer tell her muther so.*

Then the gents stepped out and left the ladies within the charmed circle, and they in turn "choosed" two of the "boys."

Such a chance was not to be missed and, as I am of a warm and loving nature, I slipped into the circle. I was soon in the ring and

My, What a Kiss That Was!

It was expansive and highly pleasing to the eye, and my mountain Diana had never known the clinging pressure of stays. For half an hour I was a

star actor on those boards, and thought I was experiencing the millennium. I had been kissing Martha Davidson pretty regularly (she was the prettiest maiden there), when Dan'l came and plucked my sleeve, and told me



Dan'l came and plucked my sleeve.

to come with him. Outside he looked solemn and wise as a sewer rat.
"Kan yer fight?"
"Why?"
"Dave Smith sez he's goin' ter do ye."
"For what, pray?"
"Fer cuttin' him outen his gal!"
Here was a pretty go, but it had to be faced. Suddenly an idea came into my head, and I thought I would try it.
"Dan, tell Dave to come out here, I'll wait."

"He went in and soon returned, bringing Dave. He looked large as two men should, and I noticed

His Fist Resembled a Knotted Club.

also that he had it clinched. In a shaking voice I began:

"Mr. Smith, Dan here informs me that you are displeased on account of my attentions to Miss Davidson. I am sorry if I have given offense and I assure you that if it angers you I will not pay any more attention to her. Now let's shake, make up and be friends." That struck him amidships, and he extended his hand. We shook—and my hand was sore one week.

The three of us then returned to the house. There was a sight to freeze apples in August. Sitting around the room all the ladies were "dippin'" snuff. I was disenchanted. Of all the disgusting sights, that is the worst. Taking a twig they chew the bark and stem until a brush is made of the fiber. Then this is "soused" into a snuff-box and, then taking it out, the snuff clinging thereto, it is deposited in the mouth and chewed, rolled, and masticated. Then they take a fresh supply, and rub the brush over the teeth, gums, under the tongue, etc.

I realized at once that

No More "Kissing Games" Would Catch Me

that evening. I noted that all were dipping except Martha Davidson. I didn't blame her burly lover then, at all, for resenting trespass.

Then we danced again, but the fun had lost its zest for me. Soon the time for departure rolled around, and I began to look for Dan'l. I was attracted by an uproar outside, and, with the others, ran out. A "fit" was in progress. One party was underneath and the other was on top belaboring him and crying, "Holler 'nuff, dern ye! holler 'nuff!" Peering down, I discovered that Dan'l was the "under dog," and getting decidedly the worst of it. Without stopping to consider the consequences, I sprang to his rescue, and gave his persecutor the full benefit of "six-foot-one," and 173 pounds that I commanded. He rolled off Dan'l in a pile. Dan'l rose, and grabbing me hustled for the mules. We were soon away. As we rode, Dan'l informed me that

I Had "Swatted" Bob Simpson,

the bully of the "deestrick." We arrived home, and had been in bed some little time, when we heard a call, "Hello! you'ens thar!" We arose and went out. It was Dave Smith. He had ridden nine miles after "carryin'" his sweetheart "hum" to warn me that Bob Simpson "lowed to scour the mountings for me in th' mornin'." I thanked him and retired.

* * * * *

"In the mornin'" Bob Simpson may have "scoured the mountings," but I was away early and also "scouring the mountings" toward Illinois—and "I never went back."

"SILENCE



is the wit of fools"—a very old and true saying, but doesn't always apply. No, it wasn't the "wit of fools," but of Mechanics that brought about the silence or ease of running of the _____

RALEIGH.

You'll want our catalogue. You'll next want our agency, and you'll then wonder why you hadn't previously thought of such a bonanza. Dealers drop us a line for our sundry sheet.

RALEIGH CYCLE CO.,

289 WABASH AVE., CHICAGO.

2081-2083 SEVENTH AVE., NEW YORK.

SAN FRANCISCO.

Mention The Bearings

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MAY 11, 1894.

No. 10.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 112-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

LET THEM COME.

The bloomers' welcome to the rational dress for the women riders. What a truly great blessing the dress is to those of the female sex who enjoy the healthful, invigorating, joyous sport, cycling! How much more becoming to see a neatly bloomed lady rider wearing a commonsense garment, than to look on her sister rider with the "ordinary" style of dress. There can positively be no sensible objection to the bloomers; they overcome many annoying difficulties that the "ordinary" costume has.

On the union run of the Associated Cycling Clubs of Chicago, last Sunday, there were about thirty lady riders in line with the new rig, and they excited the admiration of all riders. Many were the remarks on the neat, tasty, commonsense dress, and well the thirty riders deserved the praise. They will do much to spread the gospel of commonsense dress among the lady riders of Chicago. Here's hoping they (the bloomers) have come to stay.

ARE YOU GOING TO DENVER?

It is our intention to personally conduct a special train to the national meet to be held at Denver August 17 to 21. Our idea is to make up a train consisting of six sleeping cars and one baggage car, the latter to be specially fitted up for wheels. The train will go by the way of Kansas City and Omaha, stopping off for three or four hours at each place to see these cities awheel.

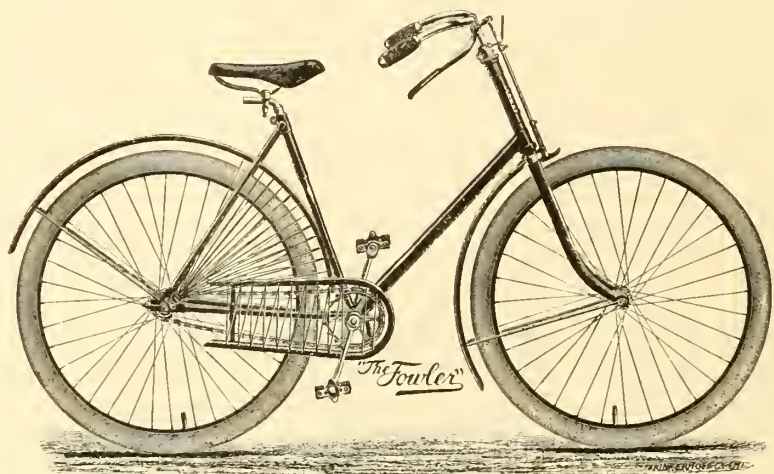
A car will be set apart for the ladies, who will be attended by a maid, and all the conveniences possible. Another

very necessary car will be well stocked with good things to eat. The expense of this trip will be no more than ordinary, and will surely be much more pleasant.

Persons interested will be given full particulars by addressing Frank T. Fowler, 142-148 W. Washington street.

THE FOWLER LADIES' WHEEL.

Every advantage given to bicycles by the Fowler truss frame, and our patent improved bearings is applied to our ladies wheel. Wheels for ladies' use heretofore made, have been unneces-



THE LADIES' FOWLER.

sarily heavy and naturally harder to propel than a gentleman's wheel. We see no reason for this, and in building a bicycle for ladies' use have discarded prevailing ideas and directed our special attention to a model combining strength and lightness with the desired beauty and grace. The result is a light, graceful, strong, easy running wheel which ladies quickly appreciate.

The machine furnished with M. & W. tires, steel rims, rubber pedals, and special ladies' saddle, weighs thirty-one pounds, and lists at \$125; with M. & W. tires, wood rims, rubber pedals, and special ladies' saddle, it weighs twenty-nine pounds, and lists at \$128; with Palmer tires and wood rims it weighs twenty-eight pounds, and lists at \$135; with G. & J. style tires and steel rims it weighs thirty-three pounds and lists at \$135.

FREE, A FOWLER.

Fowler riders who will participate in the Chicago, Denver, and Irvington-Milburn road races will have prizes to ride for that are worth winning. To

the man who, mounted on a Fowler, wins first place or time in any of these races we will give a Fowler. Should the winners of second time or second place also ride Fowlers they will each be given a Fowler. Now, boys, here's the chance of a lifetime. Pitch in and try to capture the plum.

FOWLERS INVADE THE HUB.

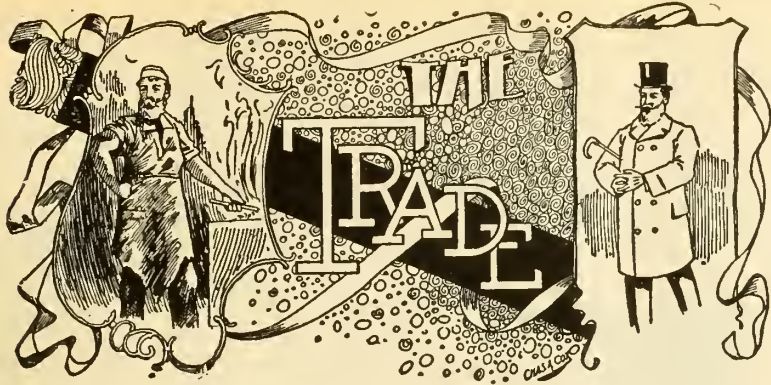
Since the opening of the riding season in Boston B. B. Emery & Co. have had their hands full supplying the great demand for Fowlers. The Hill company have been called upon to put forth

extra efforts to meet the call, and now a large shipment is made daily to Boston.

FAMILIAR FACES.



OUR ILLUSTRATOR.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

DETROIT DEALERS.

More Failures in the Michigan City Last Year Than in any Other Place—Business Improving.

DETROIT, MICH., May 6.—It is said of the cycle trade of Detroit that there were more failures here last year than in any other city. Certainly an eruption took place, and the manufacturers were nearly all looking for new deals. Hence the many changes in the local trade.

Great interest is taken in cycling, the city having many miles of asphalt pavement, the surrounding country roads being of the finest for touring. Last year wheels were sold on long time and small first payments, and this tended materially to the stagnation of the trade. The money did not come in as readily as it should. A lesson was taught the trade that will never be forgotten. This year some are refusing to sell on time, and those who do sell on this plan require large first payments and short time.

Detroit was the birthplace of the old-style wooden safety, with pedals on the front wheel, and to this day messenger boys may be seen flying down the smooth asphalt streets with reckless abandon. When these boys want to stop, the feet are thrown to the ground and a sliding stop is made. Old, gray-headed men are seen mounted on these wheels, which they have ridden a lifetime. It is said that these wheels are still being made in Detroit with steel wheels and rubber tires, to be sold at \$25, but how true this was THE BEARINGS man did not investigate.

Detroit's Cycle Row

is on Woodward avenue and contiguous streets. Woodward avenue is a wide, asphalt street, and constantly swarms with wheelmen. Among the number of riders is a fair sprinkling of ladies, but none of these have yet adopted the bloomer costume.

Huber & Metzger, at 13 and 15 Grand River avenue, show certain signs of advancement. This firm have handled typewriters, having the Remington for the state of Michigan, and bicycles, all in one store. They have now doubled the store capacity, and have one of the neatest cycle salesrooms in the city. This firm handle the Pope family, as it is called—the Columbia, Hartford, and Hickory—the Stearns and the greatest line of medium grades in the city, including the Majestic, Waverley, Eclipse, Columbus, and E. K. Tryon, Jr., & Co.'s line. Huber & Metzger's place is just around the corner from Woodward avenue, and is destined in a short time to be located right among some of the largest and finest business blocks in the city.

Across the street from Grand River avenue is the store of the

Overman Wheel Co.

and as usual with this company, theirs is one of the most elaborately fitted out stores in the city. Clarence Smith, the celebrated tour master, is in charge, and has an able corps of clerks. Smith still owns his photograph business, a few doors down the street. He reports business as first-class, and shows begging letters from all over the state for shipments of Victor bicycles. Smith is the patentee of the tilting ladies' seat that has made the Victoria ladies' wheel so popular this season.

Smith's fifth annual tour will be conducted under the auspices of the Detroit Wheelmen, and will be to Niagara Falls, through Canada, from August 2 to August 7, inclusive. It will go through St. Thomas, London, and Hamilton. Smith's fame was gained in these annual tours. He took part in the Big Four tour of '82, and continued this tour in '90, going to Niagara Falls with eighty-six riders. In '91 it was Niagara Falls to Detroit, with thirty-eight riders; in '92, New York to Washington, thirty-six strong, and in '93, twenty-five riders took part in the Zig-Zag tour through Michigan and Ohio. Mr. Smith has 100 promised for this year's ride.

The Schulenberg Cycle Co.

is at 244 Woodward avenue. C. M. Jacobsen, a most estimable gentleman, is manager. This company was established in 1852 in the billiard-table business. The company, like many others throughout the country, finds the Tribune, with its running mate, the Vigilant, ready sellers. They handle the state. The Derby, Union, and Falcon lines are also handled. This company runs a messenger service; employing over a dozen boys, to do all kinds of delivery service, circulars, statements, and bundles being sent out with uniformed boys.

A. Rudolph, 29 LaFayette avenue, handles the James and Wynnewood lines, and also does a repair business.

George Hilsendegen,

310 Woodward avenue, has made "310" the watchword of the firm. More salesmen are employed by him than by any other house in town. His retail business is enormous. Employes of the store all wear white Stanley caps with "310" in black letters on the top, and on Sundays runs are conducted from the store, with fifty to one hundred customers of the house and all the salesmen similarly arrayed in caps of this kind.

Four men are kept on the road and twelve employed in the store. Twenty wheels a day was the average sale when THE BEARINGS man called. A large repair shop is conducted, and in the firm's factory the Acme, a good selling medium-grade wheel, is manufactured. The Monarch is the firm's leader, and, with the King of Scorchers and Smalley lines, is handled for the state of Michigan. New Howes and Featherstone's line are also handled.

The Anderson Cycle and Mfg. Co.

failed last year, but has been reorganized with a large capital. The firm has lately opened a new retail store at 22 Gratiot avenue, and handle, besides the Osborne, manufactured by them, the Winton and Rochester. The factory is at 69 and 71 State street. Here is manufactured the Osborne, weight twenty-one to twenty-six pounds, the strongest light bicycle made, so it is claimed. Fifteen men are employed at present.

The Detroit Cycle Co.

handle the Rambler, and a general line of medium-grade wheels. This is a branch house of the Gormully & Jeffery Mfg. Co.

The T. B. Rayl Co., 114 Woodward avenue, are large hardware dealers, handling a large line of wheels, the department being in charge of T. W. Smith. The line includes the Raleigh, Warwick, Premier, Imperial, Orient, Lovell, and Crescent.

Henry C. Weber & Co., 116 Woodward avenue, next door, handle the Eagle Altair, Detroit, Syracuse, and Gendron lines. This is also a large hardware jobbing house.

Hodgson & Howard, 93 Woodward avenue, another hardware firm, has the Sterling and is pushing it exclusively.

R. M. Hewitt, 378 Woodward avenue, handles the Cleveland and Warwick wheels for the state of Michigan.

The Fletcher Hardware Co., 69 W. Woodbridge street, job the Remington wheel.

Fred Baulch, 594 West Jefferson street, runs a large repair shop, handles the Phoenix wheel and manufactures the Matchless, a wheel made in weights ranging from twenty to thirty pounds, and listing at from \$85 to \$115. A handsome ladies' wheel is also made.

Smith & Hubbs, 314 and 316 Grand River avenue, conducts a repair shop and handle the Security line.

Reindle & Spring, 196 Griswold street conduct a repair shop.

There are Other and Smaller Dealers

in the city. Among those who failed last year are the Anderson Mfg. Co., and Chas. Edge, both of whom are now in business; the Peninsular Cycle Co., Wolverine Cycle Co., Easy Wagon Gear Co., and others.

Detroit has several fine large clubs, including the Detroit Wheelmen, with 250 members. Cadillac Wheel Club, with 250 members; Diamond Wheelmen, with fifty members, and others.

Buffalo Trade.

BUFFALO, N. Y., May 1.—The trade in this city is in a very healthy condition. Every one of the twenty odd dealers and manufacturers are rushed with orders to their full capacity. The general tendency here is toward featherweight machines among the new riders, and even old men weighing 250 pounds are demanding wheels weighing under twenty-four pounds. The racing craze has struck the majority of riders. It is a wonder that so few accidents to pedestrians have occurred, but already the feeling is running high against would-be racers who scorch through the streets. Wood rims and light tires are being used to the exclusion of all others.

Most of the dealers here have selected local racing teams. The Bison team will consist of Jake Linneman, Goehler, and Weinig; the Globe, of Penseyers, Dorntge, and Foell; the Stearns, of W. D. Banker, Lutz, Stark, and L. A. Callahan, brother of C. H. who is now with Tom Eck at Savannah.

Secretary Dunham, of the Buffalo Wheel Co., has just returned from a flying trip to Boston, where he says the Niagaras are meeting with a big sale.

The Globe wheel is repeating its success of last year. This wheel was only put out last season and the local fast brigade took to the machine like a duck to the water. Messrs. Penseyers & Haberer, the makers, report that the sales are so heavy as to necessitate another enlargement of their plant.

The Munger, sold by Schack, is capturing the fancy of the local men and the wheel is selling well.

The American Rattan Co., of Toronto, Ont., are issuing weekly, "Our Spokesman, the Rattan Fellow." Like all good things it is copied after E. C. Stearns & Co.'s "Yellow Fellow." The last issue is devoted to a description of the Yost Mfg. Co.'s wheels.

The Snell Cycle Fittings Co., of Toledo, write that they are meeting with great success with their hubs, pedals, frames, etc., and are shipping promptly, keeping their plant running day and night.

Trade Changes.

TORONTO, CAN.—The Palmer Pneumatic Tire Co., incorporated: capital stock \$10,000.

NASHVILLE, TENN.—E. D. Fisher, bicycles; succeeded by J. H. Fall & Co.

SACRAMENTO, CAL.—Henry Eckhardt, sporting goods, bicycles, etc., succeeded by William H. Eckhardt.

BIRMINGHAM, ALA.—Birmingham Arms Co., arms and bicycles; assignment reported.

OTTAWA, ILL.—James A. Green, bicycles; reported to have placed on record chattel mortgage for \$900.

BOSTON, MASS.—The Hollander-Bradshaw-Folsom Co., department store carrying cycling and athletic goods; assigned: liabilities, \$141,000; nominal assets, \$256,000.

PALMER, MASS.—E. A. Buck & Co., hardware and bicycles; will move into larger quarters July 1.

BATTLE CREEK, MICH.—The Meteor Bicycle Co., organized with W. C. Smith, president; capital stock, \$25,000.

THOMASVILLE, GA.—Wertz & Son, hardware and bicycles; burnt out.

FULLERTON, NEB.—J. E. Kriedler & Co., hardware and bicycles; dissolved.

ALBION, N. Y.—George M. Waterman, hardware and bicycles; damaged by water.

KNAPP, WIS.—Hardy & Hanson, hardware, bicycles, etc.; dissolved.

NEW ORLEANS, LA.—Geo. W. Weingart, toys, bicycles, etc.; deceased.

SAN DIEGO, CAL.—The Hamilton Hardware Co., incorporated; will handle bicycles.

This company is a combination of the Fred N. Hamilton Co., and Hamilton & Co.

COAL CITY, GA.—David Paden, hardware and bicycles; reported to have placed on record deed for \$750.

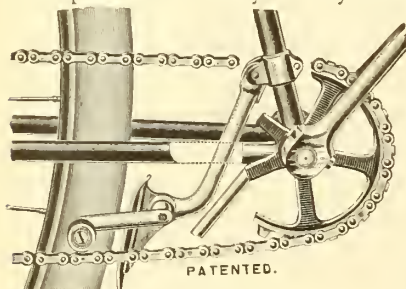
SPRINGFIELD, MASS.—B. F. Peet, manufacturer of bicycle saddles, and bags; reported sold out.

PAYNESVILLE, MINN.—Zabel & Bretzke, hardware, bicycles, etc.; dissolved.

PORTLAND, ORE.—W. J. Riley, guns, ammunition, bicycles; sold out to Northwestern Gun & Bicycle Co.

Bailey Automatic Brake.

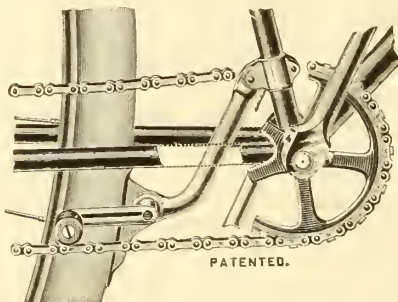
One of the many improvements on the Arab, made by the Bailey Mfg. Co., Chicago, is the Bailey automatic brake. That the inventor is a very clever person is shown by the way in which he first thought of his invention.



He had noticed that while a wheel is being ridden the slack of the chain is in the lower reach. When the rider slows up he instinctively reverses action on the pedals. This, of course, takes up the slack in the lower part. Reasoning this way he devised the brake. He attaches the brake by a clamp to the seat standard at or near its lower end. The lever is adjusted so as to just clear the lower reach

of the chain when forward pressure is being applied to the pedals. The instant this lower reach of the chain straightens, from reverse action on the pedals, it catches the brake lever, raises and carries it backward, applying the brake. If but light brake action is desired, only light reverse pressure is put upon the pedals; if heavier brake action is wanted, then heavier reverse pressure is used. As soon as back pressure on the pedals cease the brake is released.

The rider is not put out in any way, but remains in his usual position with hands grasping the handles of his wheel, and his feet on the pedals, precisely the same as though no brake were in action. His control of his wheel is not disturbed in the least, but instead is made much more secure. Indeed so unobtrusive is this little device that the rider would never know he had it were it not for the instant and effective aid it gives him when wanted.



This brake weighs seven ounces and sells for \$7.50. It is a really clever device and should prove a ready seller. The illustrations show the brake in action and ready for action.

A Comparison Between Air-Ships and Bicycles.

Aerial navigators and bicycle makers are both striving for strength, rigidity and lightness. When we consider the air-ship, Maxim's experiments are worthy of close study. The great strain on the machine as compared with the weight is truly surprising. Three hundred pounds horsepower will run two twelve-foot fans at the rate of 700 revolutions per minute. The entire weight of the flying machine is about 7,000 pounds, and at 700 revolutions per minute the vibration is remarkably small. Maxim's machine is constructed of cycle tubing of about twenty-five gauge, aluminum not being used on account of the weakness of the soldered joints, which in aluminum is 43 per cent of strength at the juncture, while in steel tubes is 95 per cent.

John S. Johnson will ride a wheel weighing fifteen and three-quarter pounds, and the strain under the power Johnny applies while sprinting is not in proportion to the vibration the flying machine has to stand when you take power to power, and weight to weight. In other words the flying machine has developed more power in proportion to the weight of itself, and stands it better than the lightest wheel with the most powerful rider; the amount of side and forward spring to racing wheels weighing under twenty-pounds, when running at the rate of fifteen seconds for one eighth of a mile, is greater in proportion to the equivalent amount of work to the air-ship experiments under proportional greater force and weight.

To Whom It May Concern.

EDITOR THE BEARINGS: About the middle of February we gave H. A. Canfield, of St. Louis, Mo., now of the firm of Sachtleben & Canfield, who was then in our employ, a letter of recommendation. We had good cause to ask for the return of this letter of recommendation and have

repeatedly asked for its return; and on his failure to comply with our request we find it necessary to take this method of publicly withdrawing the same.

Yours very respectfully,

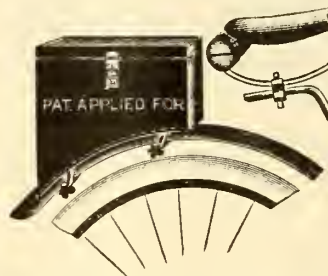
CENTRAL CYCLE MFG. CO.

INDIANAPOLIS, IND., May 3.

per L. M. Wainwright, Pres't.

For the Ladies.

Ladies who have toured any will appreciate the luggage carrier turned out by W. B. White & Son, 90 South street, Boston. This firm have a carrier that fits to the rear mudguards, and weighs but eighteen ounces. It is water and dust proof, and can be locked. The price, \$3, is certainly reasonable. White & Son also make the Boston bicycle grip, the only one of its kind that opens on the side. Price, \$2.50.



Shapleigh Company Doing Well.

By concentrating their energies upon their new bicycle department, the Shapleigh Hardware Co., of St. Louis, are meeting with excellent success in placing the product of the Syracuse Cycle Co. They are one of the largest jobbing houses in the country.

Agents for the Heath Pump.



The Heath ball valve pump and universal coupling has become well and favorably known to every bicycle rider throughout the United States. As an easy wind-maker it has no equal. The universal coupling, which, by the way, is fully covered by patents, makes it a real pleasure to "pump a tire," compared with what it usually is. The makers of this pump, the S. F. Heath Cycle Co., Minneapolis, Minn., have made and shipped five times more pumps than the entire 1893 output, and the orders are still pouring in. Nothing can be said in higher praise of the pump than a recital of the list of prominent and substantial firms handling this pump extensively: New England agents, Boston, Mass., the Elastic Tip Co.; New York, Schoverling, Daley & Gales, A. G. Spalding & Bros., H. Kiffie & Co., A. M. Scheffey & Co., Hulbert Bros. & Co., John S. Leng's Sons & Co., and Sidney G. Bowman; Philadelphia, A. M. Bailey & Co., Hart Cycle Co., R. C. Wall Mfg. Co.; Williamsport, Pennsylvania Bicycle Co.; Chicago, Thorsen & Cassady Co., Chicago Tip & Tire Co., A. G. Spalding & Bros., Hill Cycle Mfg. Co., and Hibbard, Spencer, Bartlett & Co.; St. Louis, Simmons Hardware Co.; Detroit, Schulenberg Cycle Co., and Geo. Hilsendegen; Toledo, Fletcher Hardware Co.; Cleveland, McIntosh-Huntington Co., Geo. Worthington Co.; Toronto, Hyslop, Caulfield & Co., The T. Eaton Co. (Limited); Montreal, T. W. Boyd & Son; London, Eng., A. W. Gamage Co.; Milwaukee, Julius Andrae.

The "National" Catalogue.

A very modest catalogue is issued by the National Cycle Mfg. Co., of Bay City, Mich. There is nothing bombastic about it, the company not claiming to make the best bicycle, but as good a one as can be made. In the front of the pamphlet is the following piece of poetry:

*The cycle of our life is but begun;
But ere full time is past,
We'll manufacture many wheels,
And prove to all who ride
That claims of excellence and speed,
Of beauty and design,
Are truths unvarnished and sustained
By the stern tests of time.*

Largest Express Order on Record.

The Western Wheel Works made the largest shipment of bicycles by express on record last Saturday. It took fifteen large express wagons to convey 350 Crescents and ladies' wheels to the depots. The bicycles were sent to the New York branch of the company, where the wheels are wanted in a hurry. It took the entire afternoon to get the bicycles from the factory to the depots.

Transportation to Denver.

A general impression seems to prevail among wheelmen that the L. A. W. meet at Denver will not be attended by many eastern members, owing to the great expense of railroad fare and the long distance to be traveled. This feature of the expense is not in accordance with the facts. Denver is a distance, but a jolly party traveling in sleeping and dining cars, attached to a through train over the Fitchburg, West Shore, Nickel Plate, and Rock Island Route, would find it many hours nearer, and at a rate much below what one would spend on a week's outing. The cars will be chartered exclusively for wheelmen, and the rate will include berth and meals both ways. The attendance of a large eastern delegation is assured, inasmuch as this cheap, but still first-class excursion, will make it possible for all to get out to this very exhilarating and beautiful country.

NEW YORK TRADE HAPPENINGS.

NEW YORK, May 7.—The Herald Cycle Co., of 114 Nassau street, has jumped into prominence in a remarkably short space of time. The company is comparatively new in the trade, yet the business it is doing would be a credit to many older concerns who claim more than their share. Fred Herbert is the manager of the Herald Cycle Co.'s store, and keeps a keen lookout for bargains in the way of job lots. A complete line of sundries and accessories is also carried in stock, as are the Herald patterns of wheels, which comprise the following: Herald scorcher, \$100; full roadster, \$90; Model C, \$75; Special, \$125; Model A, \$75, and ladies' Herald, weighing thirty-two pounds, at \$100. The appearance of all the Herald line is strictly up to date, and with each machine sold a cast-iron guarantee for one year is given.

F. J. Jiggins, who represents the Fairbanks Wood Rim Co., 23 Park Row, reports nothing new in his line. The season with his company is very nearly over, but will renew itself again when the general riding season is over with the public. The Fairbanks rims have caught on decidedly well this year, and a booming increase in orders may be looked for next season.

The demand for Simplicity 47 tires has been so large that Elliott Burris, the inventor, has not been able to keep up with the increasing orders. Frequent shipments to Europe have been made recently, and it is understood that F. J. Osmond, the English racing man, will use the tires on his wheel during this season's campaign.

M. L. Bridgeman, traveling in the interests of the Pope Mfg. Co., spent a short time in this city one day last week, en route to Boston. He has been drumming for Pope as far west as Denver on this trip, and reports that old stereotyped phrase, which necessarily follows the question put to a Columbia man, "How is business?" "Immense." A couple of new firms were secured by Bridgeman while out, one of which is Clement, Williams & Co., of Milwaukee, a furniture house, which has added bicycles as a side line. J. H. Fall & Co., of Nashville, Tenn., is the other concern. They are hardware dealers, and rated away up.

L. C. Jandorf & Co. are still at it. There seems to be no let up to this firm. Nearly all the last lot of 1,500 wheels have been disposed of, and now they are seeking more.

The Tostevin Cycle Co. have opened a store at 1075 Bedford avenue, Brooklyn, and are rapidly getting straightened around, preparatory for business. They are a new concern, and are successors to Kristeller Bros., who were formerly of 1088 Bedford avenue.

W. H. Roberts, sporting editor of the Brooklyn *Citizen*, has obtained an Imperial scorcher, which he will use entirely this year. Words can not express the praise he sings of the merits of the wheel, which, as he expresses it, "Runs as smoothly as a perfect ten-pin ball on a well oiled bowling-alley." Roberts bought his machine of Charlie Schwalbach, who is rushed to death by the demand for Imperials and Ramblers, for both of which he is the local agent. Charlie has been doing an unusual amount of road riding this season, and can be seen almost every pleasant day spinning down the road toward Coney Island, in company with a few other jolly wheelmen like himself.

The first Philipps Wheel Co.'s bicycle was seen in practical use on the road in Brooklyn recently. It created a great amount of attention, and many were the questions plied to F. W. Dudley, of the *Citizen*, who rode it. The ninety-two-inch gear works just as easily as a sixty-inch on an ordinary safety, excepting that the movement is greatly different, being somewhat like the old Star machine lever action instead of rotary, as is the case with the safety type of machine.

Seymour F. Frasick, treasurer of the Brooklyn Cycle Co., is away on a trip through Long Island in the interest of his company. This firm is doing the largest business on Long Island, owing to its great number of agencies established there. They handle complete lines of Columbias, Hartfords, and Crescents, also a special make, the Fulton, which retails at \$65.

"Uncle Dudley" Bowdish, of the firm of Bensinger, McDonald & Bowdish, has connected himself with Elliott Burris, and will in the future devote his time to lauding the fine points of Simplicity 47 tires. The Brooklyn store of Mr. Bowdish is located at 1311 Bedford avenue, where the Stearns and Raleigh cycles are carried. "Jack" Knowles and W. E. Kipp are in charge of the business during Mr. Bowdish's absence.

C. D. Rood, of Springfield, Mass., formerly president of the Warwick Cycle Co., now occupies the same position with the Keating Wheel Co., of Holyoke, Mass., which office was vacated recently by H. M. Farr. Dr. George H. Smith has been elected a director of the same company.

J. W. Bates, of Flatbush avenue, between Seventh and Eighth avenues, displays pneumatic-tired sulkies and carriages in front of his store, which is so well known among Brooklyn wheelmen. Mr. Bates' business in vehicles of this description is very extensive, as is also his bicycle business.

A pneumatic tire pump, run by electricity, supplied by a one-eighth horse-power dynamo, has been rigged up in the Brooklyn store of the Wil-

son-Myers Co., on Bedford avenue. Mr. Earl, who is employed at the store, is responsible for the apparatus, which for ingenuity would be hard to beat. By way of showing the pump, all wheelmen have been invited to call and have their tires pumped by electricity.

The new store of the Wilson-Myers Co. will be opened at No. 4 Warren street in about ten days. It will be exclusively the wholesale office of the firm, and no retail sales will be made unless a man has the amount cash, and wishes the accommodation of not having to go to Brooklyn or uptown to buy a Liberty. Beneath the ground floor will be a cellar and a sub-cellar, both of which will be used exclusively for the storage of wheels. No palatial finishes will be put on to the store, and nothing but business, and plenty of it, will be transacted therein.

Foster, Allen & Co., of 1788 Broadway, will handle a complete line of cyclists' wearing apparel, such as sweaters, suits, caps, stockings, etc. They are a recent addition to the bicycle business, and promise to make themselves popular by their accommodating manners and excellent stock. Aside from the line of clothing, a complete line of Humbers, Gothams, and Gales bicycles will also be carried.

On Sunday, June 3, five members of the Harlem Wheelmen will leave their clubhouse and ride to Sag Harbor and return, a total mileage of 230 miles. It will be the longest one-day run ever taken by the club boys, and will undoubtedly be something in the way of novelty to them. Three of the five riders will be F. D. Omsted, E. H. Frost, and William Huson, who ride centuries each Sunday when the weather permits.

That Cycling is Gaining a Stronger Footing

each day can be seen from a glance at the following list of men, prominent in their various walks of life. Clergymen, lawyers, physicians, militiamen, city officials, journalists, politicians, and theatrical performers all ride nowadays. Here are a few names of active cyclists: W. H. Riley, clerk of Brooklyn city court; W. H. Roberts, sporting editor Brooklyn *Citizen*; C. W. Fish, managing editor Brooklyn *Citizen*; H. W. Kellogg, publisher of the same paper; Mike Clancy, brother of Senator Clancy; James Farrell, ex-clerk board of Brooklyn supervisors; Bernard Conklin, police headquarters of Brooklyn; Capt. Clinton B. Smith, park commissioner of New York city, also captain of Co. B, seventy-first regiment; Rev. R. J. Welsh, rector Church of Our Lady of Good Council, New York; Rev. J. M. Farrar, of First German Reformed Church, Brooklyn; also these clergymen, all of Brooklyn, Rev. Geo. F. Breed, St. John's Episcopal Church; Rev. Allan Mac-Rossie, Grace M. E. Church; Rev. R. M. Harrison, Bedford Heights Baptist Church; J. W. Hegemen, D. D.; A. A. Morrison, Ph. D., St. Mathew's Episcopal Church; David Junor, D. D., Mt. Olivet Presbyterian Church, and many others. Father Farrell, of the Roman Catholic Church of St. Xavier; the Paulish Fathers of the Roman Catholic Church, Fifty-ninth street and Ninth avenue, this city; Wm. H. Maxwell, superintendent of public instruction, and all his subordinates; numerous principals of grammar schools, both in Brooklyn and New York; lady teachers and college professors of local institutes; Judge New and Justice Goetting,

of Brooklyn; Maggie Cline and James A. Herne, of theatrical note; Col. W. Cochran, a member of Brigadier-General McClellan's staff, a prominent member of the Cotton Exchange; Geo. Bader, the hotel proprietor; Capt. Thos. Murphy, of the eighth precinct police station, Brooklyn; W. O. Tate, prominent real-estate dealer of the same town; Police Justice Chas. T. Duffy, of Long Island city, and so on until one could fill page after page and still not be completed.

Recent Patents.

- 518,591—Bicycle; Frank Douglas, Chicago, Ill.; filed Dec. 7, 1891.
- 518,627—Spoke attachment for vehicle wheels; Louis Rastetter, Fort Wayne, Ind.; filed Nov. 13, 1893.
- 518,691—Bicycle tire; Edgar Grauert, New York; filed March 23, 1893.
- 518,698—Bicycle support; William S. Pipes and Frank T. Guhier, Waynesburg, Pa.; filed Oct. 25, 1893.
- 518,736—Wheel; George P. Hobbs and Alonzo L. Edwards, Wheeling, W. Va.; filed Aug. 30, 1893.
- 518,757—Pedal for crank powers; Andrew J. Hoyt, Philadelphia, Pa.; filed July 7, 1893.
- 518,777—Bicycle; Charles H. Carr, Lynn, Mass., filed Jan. 6, 1894.
- 518,815—Apparatus for forging tires; Israel Hogeland, Chicago, Ill.
- 518,849—Pneumatic tire; Joseph G. Moomy, Erie, Pa.; filed Nov. 20, 1893.
- 518,850—Pneumatic tire; Joseph G. Moomy, Erie, Pa.; filed Nov. 20, 1893.
- 518,881—Vehicle wheel; Frederick A. Finch, St. Louis, Mo., assignor of one third to George H. Miller, same place; filed Aug. 21, 1893.
- 518,914—Automatic cycle support; Richard B. Chambers, West Chester, assignor to Crosby M. Black, Chester, Pa.; filed Jan. 3, 1894.
- Trade mark; 24,613; bicycles, velocipedes, their parts and attachments; Charles B. Clark, Newark, N. J.; filed March 15, 1894; essential feature, the word "Cyclone."



THE GROWTH OF CYCLING.

The growth of cycling in America has been of a steady character, in marked contrast to the meteoric brilliancy so characteristic of the progress of the sport in France. It bears no resemblance whatever to the roller skating craze which swept over the country about a dozen years ago, in which fact we can find only cause for rejoicing. Obligated to meet many drawbacks, it has surmounted them one by one, until it has reached a position where the only bar to its universal domination is the comparatively high price asked for the machines.

To those admirers of the sport who have for years been laughed at for their devotion to it, there is a certain satisfaction in seeing those who once regarded it as fit only for boys change their minds and become participants. It can not but be pleasing to reflect how far in advance of the times one has been, and to remember the years of enjoyable riding one has had, while others derided or hesitated to take the plunge. There was just as much enjoyment to be derived in the days when wheelmen were few in number—perhaps more in some ways—as now when there are thousands of riders to one a few years ago.

Numerous as are the riders today, it is almost certain that even the present rate of growth is small compared with what is to come. Competition and the improvement in the methods of construction are the twin influences at work to still further lower prices, and it is already apparent what an influx of new riders follows such a reduction. If this should be the case in the face of the present depression of business, how much more it would be felt should a general revival take place!

One of the most encouraging things about the popularity of the cycle, and the greatest proof, perhaps, of its permanence, is that it has never yet become a fashionable fad, as it has in Paris. On the contrary, the various "400's" have frowned upon it, and it has, especially in the case of ladies, been under the ban, so much so, that many people have let it severely alone because it was not "the thing." It is idle to belittle the influence of this silent antagonism, which is still at work, although there are signs of a withdrawal of the opposition, and a growing recognition of the fact that cycling is both a healthful and fascinating sport.

Of late years, however, it is to those who use the bicycle as a means of transportation for business that we owe much of the increase. As a pleasure vehicle the bicycle could appeal but to a limited class—those who could afford what would be purely a luxury. As a substitute for street cars and similar conveyances, however, it appeals directly to the pocket-book, and pays for itself in a comparatively short time, as well as being always ready for a pleasure trip.

The Repair Man's Trouble.

The repair man was sitting in his shop one evening after closing hours, a few days ago, with a crowd of riders about him. The repair man was a good storyteller, and it was the custom of the boys to gather at his shop evenings to hear his tales, and to tell a few themselves. The repair man encouraged the practice, for it brought him trade, and he was not the man to "overlook any bets" when it came to getting trade.

On the evening in question, however, he was not in his usual good spirits. The boys sat around for a while and tried to enjoy themselves, but the repair man was glum and cast a gloom over all their talk without saying a word himself. Finally one of the boys asked him what was the matter.

"Nothing, only —," and he hesitated.

"Well, what is it? Better get it off your mind," said one of the boldest.

"Well, it's nothing very much; but it gave me a lot of trouble, and it made me feel rather 'sore.' I'll tell you about it."

"A fellow came this afternoon and wanted his rear wheel trued up. He was in a hurry, for he was going over the road race course, and he found just as he was going to start that his wheel was so badly out of true that he did not dare start.

"I was good-natured, and agreed to fix it while he waited. I couldn't see why the wheel should be so out of true if it had been properly set up in the first place, and, as it was a first-class make of wheel, I was naturally puzzled. I set about fixing it, however, and after a lot of work got it fairly true, although it was a hard job. It didn't seem to have any notion of coming true. It was a wood rim, and I thought that it was warped. I told the fellow so, and said that what he needed was a new rim; but he thought I was trying to work him for a big bill, and he said that if I couldn't do the job he would find some one who could. Now you all know that there isn't a repair man in the business that can do a better job than I can, and so it nettled me, and I was determined to get that rim true any way, and I did finally.

"He went away satisfied, at last, and I went on with my work. About two hours later he came in and he was the maddest man that I ever saw in my life. He came on the seat of an express wagon, and his wheel was in the wagon behind him. He paid the expressman and brought the wheel in the shop.

"Talk about a wheel being out of true! You should have seen that back wheel of his. The tire was punctured too. I looked at him and asked if he had been in a collision. Then he let out on me. He called me names until I had to threaten to throw him out of the place if he was not more civil. It was only then that I found out what was the matter. It seems that his wheel kept getting more and more out of true as he rode away, in spite of the fact that I had trued it up. Finally it began to rub on the frame of the bicycle, and then he had to stop. He was going over the course for time, and naturally he was mad. He thought that it was all my fault; that

I had not done a good job. He tried to ride the wheel back, and the first thing he knew the tire went flat.

"I looked at the wheel and found that the wood rim had split along the line of the nipple holes. That was what was the matter with it in the first place. When I trued it up it only made matters worse. It was all right for a little while, but the rim split further and further. Finally it got so bad that the spokes pushed through on one side and punctured the tire. It was no fault of mine, but he could not be made to believe it, and he went away vowing that he would make me pay for a new rim.

"I don't care so much for the trouble it made me, but I hate to have a man go away dissatisfied. If I was a manufacturer I would not use a wood rim if it was the last rim on the market. I am going to get a supply of the Eagle company's aluminum rims, and use them in such cases as that."

Sad Death of A. M. Vanderpoel.

A. M. Vanderpoel, who was connected with the Pope Mfg. Co.'s World's Fair exhibit, was instantly killed at Hartford, Conn., last week. Mr. Vanderpoel was riding along the street, and saw W. A. Pattison, of the Pope company, coming in the opposite direction. The two collided, and Mr. Vanderpoel was thrown under a horse car, one of the rear wheels passing over his head, killing him instantly.

Mr. Vanderpoel was assistant superintendent of the Hartford Rubber Works Co., and was prominent in business and society circles of Hartford.

Cycling in Hawaii.

H. G. Wootten, of Honolulu, Hawaiian Islands, writes that the cycling trade there is dead just now; money is tight, owing to the recent political disturbances, but there will be an election held in about six weeks to elect delegates to a constitutional convention and to organize a permanent form of government. When this is accomplished they hope to have better times. There are splendid roads there, and the riding season is all the year around. The cycling club, called the Pacific Wheelmen, is in a flourishing condition financially, but have done no racing for some time, owing to the absence of a track, the members objecting to race on the streets.

A New Sprocket.

The cycloidal sprocket is the name of a new chain wheel which the Black Mfg. Co. are fitting on all their Tribunes. The peculiar feature of it is that the driving teeth are of such a form as to almost entirely do away with friction. They claim it to be almost as great an improvement over the ordinary sprocket as ball bearings are over plain parallel bearings. Tribunes are fine wheels, even without the addition of this new feature.

The Beauty of Niagara

can never be described and it has never been pictured so adequately and satisfactorily as in the splendid portfolio just issued by the Michigan Central, "The Niagara Falls Route." It contains fifteen large plates from the very best instantaneous photographs, which can not be bought for as many dollars. All these will be sent for ten cents by FRANK J. BRAMHALL, Advtg. Agent, Michigan Central, 402 Monadnock Block, Chicago.

The Chainless Bicycle Co., 120 East Eighth street, Chattanooga, Tenn., have organized with a capital stock of \$100,000, and have opened a new store, where they will handle the League chainless wheel in the south. Harry Steffner, of Steffner & Sloan, of that city, is secretary of the new company.

A salesman for a Chicago house, who is traveling through Nebraska, writes that cycling is booming in Fremont, all the leading wheels being represented in the town. There are over three hundred wheels in use there. Over fifty of the lady riders in the town wear bloomer suits. The roads through Nebraska are in good shape.

IT'S THE Prices and Quality THAT SELL OUR GOODS.



'94 Western Wheel Works' CRESCENTS are everything claimed for them, and are having a remarkable sale in our territory, viz: Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.

Our own make of SYLPHS and OVERLANDS in highest and medium grade, speak for themselves.

The SYLPH line being pronounced handsomest of the season, including one model that received highest award at the World's Fair, while the OVERLAND has gained a reputation for being a staunch, reliable, and trustworthy cycle, equal to many styled highest grade and selling at a higher price. . . .

CATALOGUE FREE.

AGENTS WANTED.

ROUSE, HAZARD & CO., 142 G Street, PEORIA, ILLINOIS.
Mention The Bearings

If Your Inner Tube Leaks

Buy one of those Manufactured by

Eastern Rubber Mfg. Co.,
Trenton, N. J.

All have our name molded on them and they are guaranteed to be better than any other air tube manufactured. Made of Pure Para Rubber, absolutely free from any adulteration. Small pieces cut from them

Float on water.

Special prices to jobbers and repair men.

CLIMAX AND REX TIRES

are all the go this year. Perfect satisfaction and positively no trouble.

We Use the Only Perfect Valve.

Cyclone Clincher tires are better than any other manufactured, will not blow off rims. All our tires are guaranteed, and every guarantee is fully met. Write for revised prices and full information.

Eastern Rubber Mfg. Co.,

TRENTON, N. J.

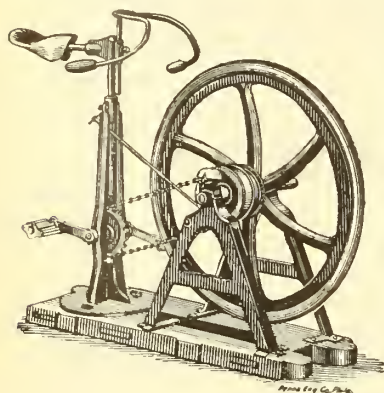
BRANCHES: _____

**NEW YORK,
CHICAGO,
PHILADELPHIA,
WASHINGTON, D. C.,
PITTSBURG,
ST. LOUIS, MO.,**

**90 Chambers Street.
207 Lake Street.
Arch near Broad, H. D. LeCato.
Goodyear Rubber Co
S. F. Hayward & Co, 86 Water Street.
Day Rubber Co.**

Robinson's Home Trainer.

Several weeks ago THE BEARINGS mentioned H. S. Robinson's home trainer. It now shows an illustration of it. The frame is made of cast iron, and the fly wheel weighs about 100 pounds, while the whole thing weighs



200 pounds. Mr. Robinson says of his invention: "The practical bicycle rider can see at a glance that this machine, as shown in cut, is just what the cycling world have been looking for. It is built so as to have a solid motion such as a bicycle being ridden on the track; there is no jerking and uneven motion like that experienced with other home trainers, but a good bicycle ride when ever you desire it. The large 100-pound fly wheel, representing the driving wheel of a safety, and by the turn of a thumb screw it can be made to run easy or very hard, the weight of the fly wheel carrying the pedals along the same as the momentum of a safety in motion on a smooth track. It has been thoroughly tested and has proven beyond a doubt one of the best home trainers ever put on the market, and it comes the nearest to genuine bicycle riding of any stationary bicycle ever built. Every point is adjustable, therefore any position can be obtained, and any amount of exercise can be derived, from fast pedaling up to the hardest kind of road work. The bell rings at every quarter mile, being geared to sixty-three inches, taking just eighty turns of the pedals for each

tion on a smooth track. It has been thoroughly tested and has proven beyond a doubt one of the best home trainers ever put on the market, and it comes the nearest to genuine bicycle riding of any stationary bicycle ever built. Every point is adjustable, therefore any position can be obtained, and any amount of exercise can be derived, from fast pedaling up to the hardest kind of road work. The bell rings at every quarter mile, being geared to sixty-three inches, taking just eighty turns of the pedals for each

Riders who want to dispose of their old machines will do well to look up the advertisement of the Ralph Temple Cycle Works. Temple really needs second-hand machines for his retail store, and offers a good exchange.

It is still necessary to run the factory of the Western Wheel Works overtime in order to fill the orders which continue to pour in. Mr. R. L. Coleman, vice-president and general manager of the company, is visiting the factory with a view to hurrying the work and increasing the output.

The Clip Co., of Warwick, N. Y., have a new attachment, which is fastened to the front forks to take the place of a brake. It projects over the wheel, and is operated the same as a foot-brake. It weighs but five ounces, and sells for \$2. The cut of the clip appears in the company's advertisement in another part of this paper.

The American Dunlop Tire Co. have licensed the "Simplicity 47" people as exclusive manufacturers of their form of tire. This disposes of one of the several threatened suits for infringement of the Dunlop patents, and confirms the claim of the Dunlop company that they are broad, and cover all practical forms of wired tires.

The Peerless Mfg. Co., of Cleveland, have captured another plum, in other words, they have just closed with the Sieg & Walpole Mfg. Co., by which this firm will handle the Triangle in Chicago. James Josephi was in the city last Wednesday and closed the deal. He has closed some very important ones for the Triangle this season, and deserves great credit for his push and enterprise.

The Eastern Rubber Mfg. Co., of Trenton, N. J., report that the demand for their Climax, Rex, and Cyclone tires, continues to be very large, and the prospects are that they will be obliged to run their large factory day and night until late in September, and that the demand for their pure para air

RACE LITHOGRAPHS

We have on hand a small lot of very fine five-color lithographs which we will close out

In lots of 50 for \$7.50

In lots of 100 or more \$12.50 per hundred.

Cash with order or C. O. D. Samples by mail, prepaid, 25 cents each.

THESE LITHOGRAPHS ARE THE MOST ARTISTIC PRINTED.

The Bearings Publishing Co.,

46-48 Van Buren Street, CHICAGO.

quarter. The price of the machine is \$35. Mr. Robinson is located at Meadville, Pa.

SHORT TURNS.

The number of C. K. Anderson's Ariel racer that was stolen last week is 5590, instead of 5990, as reported.

D. B. McIlwaine, United States agent for the Mannesmann Tube Co., Ltd., is in Chicago on a business trip.

W. C. Paine, of Evansville, Ind., has retired from the cycle trade, and will travel in Indiana and Illinois for the Pope Mfg. Co.

The Marion Cycle Co., of Marion, Ind., have so far this year disposed of 20,000 wood rims, the same as used on the H.-T. Scorchers.

The revised edition of the G. & J. tire manual was issued this week. All riders of the celebrated tire should send to the Gormully & Jeffery Mfg. Co. for one.

Winter's restaurant, the noonday rendezvous of the Chicago wheelmen, has moved to 269 State street. A private room has been reserved for the cyclists.

Participants in last Sunday's union run can obtain photographs of the different clubs from Harvey Pound, care the Quadrant Cycle Co., 301 Wabash avenue, Chicago.

The A. F. Shapleigh Hardware Co., of St. Louis, Mo., report an extensive business in California on Syracuse bicycles. The Shapleigh people are "hustlers" any way, and deserve every success.

The Braddock Hose Supporter Co., 358-366 Dearborn street, Chicago, have a really good article. It does not catch on the hip; there is no sewing about it, and it is adjustable at all connections.

tubes is very great. They furnish these tubes to parties who use them in replacing tubes which are defective in tires of other manufacturers.

"A Romance of Niagara" is the form in which the Niagara Cycle Fittings Co., of Buffalo, issued their catalogue this year. It is certainly a very interesting book, but as the Sterling Cycle Works issued a catalogue several months ago, gotten up in exactly the same way, it looks as if the Niagara company had been guilty of plagiarism.

Changeable Gears.

Several parties in Springfield, Ohio, have combined and will bring out a triple changeable gear which recommends itself for its extreme simplicity. Three changes are made, all in the sprocket wheel. These changes are made by pressing the brake lever and are from eighty-six to seventy-two and then to fifty-six or thereabouts. The entire appliance adds but two and one-half pounds to the weight of a wheel and adds about \$20 to the cost. In its construction the sprocket wheel is not at all intricate, the pressure of the brake lever operating a friction clutch.

A BEARINGS man tried the new device and can attest to its extreme ease of application. While going at full speed the gear was thrown from the high to the medium and thence to the small, without the loss of a stroke.

If the appliance is practicable the backers of the inventor will push it with large capital. They are now traveling around the country with a view to discovering the public's opinion.

J. Ebersold, of Dayton, Ohio, places a changeable gear on a safety by attaching a Crypto gear, from an old style Crypto-geared ordinary, to the front sprocket wheel. The change is made with a lever, and is from seventy-two to fifty-eight. The attachment and all the workings are very simple.

"Triangle" Wheels.

Some of our Wholesale Agents...

THE GEO. WORTHINGTON CO.
Cleveland, Ohio., for Southern Ohio,
Kentucky, Michigan, Indiana, and
Southern Missouri.

THE SELTZER-KLAHR HDW. CO.,
Philadelphia, Pa., for Eastern
Pennsylvania, and New Jersey.

THE GOODYEAR RUBBER CO.,
San Francisco, Cal., for Pacific Coast.

GEO. O. RICHARDSON MACHINERY
CO., St. Joseph, Mo., for Northern
Missouri, and Southwestern terri-
tory.

LOGAN GREGG & CO., Pittsburg, Pa.,
for Western Pennsylvania.

GEO. W. JOHNSON'S SONS, Wheeling,
West Va., for West Va., and South-
eastern Ohio.

OHIO RUBBER CO., Cleveland, Ohio,
for Central-Northern Ohio.

PLANT BROS., Minneapolis, Minn., for
Minneapolis, St. Paul, and vicinity.

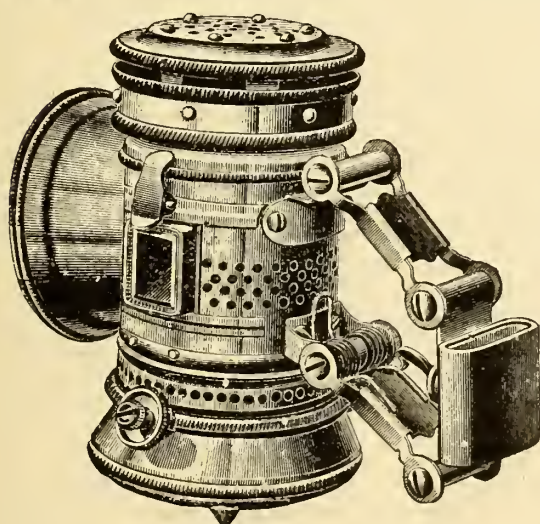
HARMAN BROS., Denver, Colo., for
Colorado and Wyoming.

There is still some unoccupied territory
in which we want agents.

The Peerless Mfg., Co.,

CLEVELAND, OHIO.

MENTION THE BEARINGS



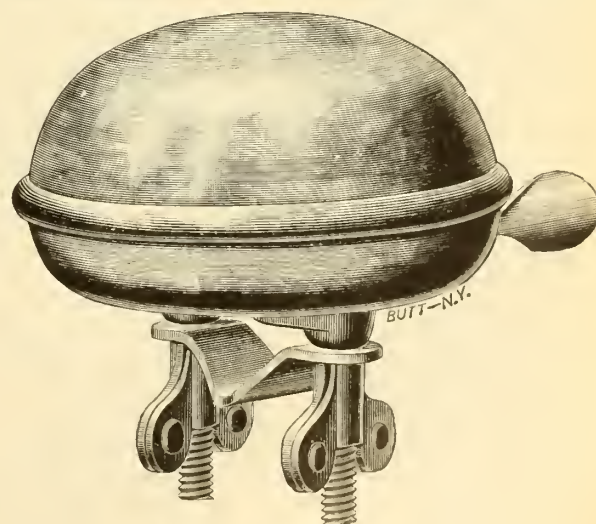
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19 Murray Street,

NEW YORK.



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction...

The only FIRST-CLASS Bicycle Lamp.

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

...THE...

"BRIDGEPORT."

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

A FRENCHMAN INTERVIEWS ZOLA.

Going out of the theater after the second act I was presented to the great author, Emile Zola. I know cyclists are always in a hurry, so I proceeded at once to the end I had in view, says a writer in *L'Veloce*, of Paris.

"Tell me, you are Mr. —"

"Rival."

"And you are a journalist. Like the others, you come, doubtless, to interview me?"

"Like the others."

"Well, Mr. Rival, I think it may be difficult for me to answer questions, at least, some that have been asked me. I do not complain, but since I have been in Brussels, I have done nothing but answer questions."

"Perhaps I may astonish you, but I do not come to speak to you about revision, theaters, art, nor —"

"Then you will not interrogate me at all?"

"To the contrary, if you don't mind, we will talk of the cyclists."

"At least that will be something new."

"Has the cyclist movement excited your interest or curiosity?"

"What! Don't you know that I am a cyclist? I have no need to tell you that this movement has all my sympathy."

"Then, excuse me if, in the interest of the readers of the *VeLoce*, I am a little indiscreet. How did you come to ride a bicycle?"

"A desire that tormented me for some time—but don't say this to your readers. My health made me uneasy, and I forgot my age and corpulency and made the experiment, which, however, was perfectly successful."

"Very good. Have you penetrated into the cycling world at all?"

"Dear sir, you do not know how observing I am, and how I observe. I am much interested in cycling, and I am acquainted with many cyclists, young and old, chiefly old. The interest of these relations is that I intend, as soon as I am at leisure, to publish a romance in which I will put cycling scenes of all kinds."

"I am charmed to be the first one to have this good news."

"This study will not be as extensive as my late works."

"You have doubtless heard of the dissensions which now separate the amateurs and professionals?"

"Naturally, and I propose to unmask the little methods used by one against the other."

"But how can you discover it when we are often deceived?"

"You know my methods. If I wish to observe the miners, I go down into the mine. To know the engineers, I ride upon the locomotives."

"It is very practical, but do I understand that you will go on the track to study the racers?"

"That is what I can not tell you today, but you will hear some news in a short time that will astonish many people and make them laugh—but it's all the same to me."

"Will you be an amateur or a professional?"

"I will be on the side of the amateurs—at first."

"Yes, so as not to be suspected."

"After, I will see."

"But the tricks of the manufacturers, how will you know them?"

"That is very simple. I will associate for some time with a manufacturer. Preferably with some one whose business is not excessively large."

"Splendid! I admire you."

"In this way I will see how they arrange with those who are obliged to pull the devil by the tail, without counting upon—I will not be troubled too long with my associate."

"Charming! charming!"

"They have already made me splendid offers to be able to put my name upon their prospectus. These people, if they knew the qualities that I exact of my future associate, would be more discreet in making their offers."

"You say nothing of the cycling press?"

"What do you wish me to say if it is not good? The power of your sport is in its infancy; it will crush or absorb everything. The press, and cycling literature are taking their first steps, and it has already revealed some men who are advancing with fast pedals to the top. You will see in a short time—"

"When will you put yourself in our ranks?"

"Not a word of that for the present. Will you enter?" added he, as we reached the Grand hotel.

"You are very kind, but my journalistic duties call me."

"In that case, Mr. Rival, *au revoir*."

The Latest Fairy Story.

The Elliptic bicycle, upon which John S. Johnson made his celebrated mile record of 1:56 $\frac{1}{4}$ at Independence, two years ago, is now on exhibition at Pierce & Drew's. It was brought here from Freeport yesterday by W. F. Heuman.

This famous "bike," famous because it was the first wheel to trundle a mile in less than two minutes, is still the property of Mr. Johnson, but has been loaned to the manufacturers at Freeport for exhibition purposes. Kohl & Middleton, of New York, dealers in relics and rarities, have offered \$10,000 for the wheel, which amount Johnson refused. It is insured for \$4,000. —*Elgin (Ill.) News*.

Next Sunday C. K. Anderson, of the Chicago branch of the Ariel Cycle Co., will conduct a large party of Ariel riders on a ride from Chicago to Goshen, Ind., where the Ariel company's factory is located.

BUFFALO'S RACING INTENTIONS.

BUFFALO, N. Y., May 6.—The season here will practically open with the third annual Martin twenty-five-mile road race on May 30, although a twenty-five-mile event over the Martin course, on May 26, will be run by Hazard, a new bicycle dealer here. The latter event will have about fifteen prizes, all told, and the rider making the best time will have first choice of the prizes. Jake Linneman will be on scratch, and will have a good chance of winning time prize.

The Martin road race will be the hottest kind of an event. Every club in the city has a large field of men in training, and rumors of an unusual number of dark horses are already in the air. The handicap limit will be twelve minutes, and all novices will probably be put on stranger's mark, nine minutes, from which the race was won last year. The prize list will, without question, be very large, as already thirty odd prizes are guaranteed. First place will be worth \$45 to the winner, and all the local novices are looking toward first honors with longing eyes. An excellent innovation will be tried in the race, that of distinguishing the men on the different marks by variously colored numbers. This will give the back markers a good idea of the riding of the field, and will give them a better opportunity of getting placed. The race will be over the Martin course, which is as fine as can be wished for by any one, as there are no hills and the roads well graded, and generally in excellent condition.

The Press C. C. and Pastime Wheelmen tournament will be held at the Lockport fair grounds July 4. Events for both classes will be run, and a big effort made to have Bliss, Dirnberger, Bald, and Johnson meet. The local dealers and merchants are subscribing liberally to the project, and the meet will undoubtedly be a big success.

Jamestown Wheelmen propose to hold a meet on Decoration Day. They ran a tournament last year at which a number of the best Buffalo riders competed. It was afterward ascertained that through ignorance the handicapping was done by the meet promoters, and the contestants narrowly escaped being suspended. This year, however, the meet will be run strictly under L. A. W. rules and sanction, and is expected to be a success.

Buffalo Centuries.

Sunday, June 23, the Buffalo Ramblers will hold a big century run. Invitations to participate have been issued to all local and neighboring wheelmen, and it is expected that, at a conservative estimate, over two hundred and fifty cyclists will start. The run will probably be held over the course to Dunkirk and return, the roads are always in fine condition, and the wind generally from the west, so that the first fifty miles will be against and the return with the wind. The first division, which will be composed of about two hundred persons, will make a start from the Ramblers' clubrooms at 5:30 o'clock in the morning. The division will be divided into companies under charge of lieutenants, and the pace will not be over nine miles per hour. The second division will be composed of the local fast brigade, and will be under the command of Frank E. Klipfel, the famous century rider. The pace in this division will be very hot, an average speed of sixteen miles per hour is expected to be made. The "flyers" will catch the "dubs" at Dunkirk, and from there will return with the slow division. Finely engraved souvenirs will be presented to all those finishing the run, and, judging from the successful termination of a similar run last year, this event will be a "whopper."

June 16 the Ramblers will start on a double century run to Erie and return. F. E. Klipfel will have matters in charge, and will issue invitations to the best road riders in Buffalo to participate. Mr. Klipfel expects to have twenty starters, and will bar out all those he believes will be unable to complete the run. Start will be made from the clubrooms at 1:30 o'clock in the afternoon, and Erie will be reached, it is expected, about 10 o'clock the same night. One hour will be allowed for lunch and rest at Erie, and at 11 o'clock the start on the return trip will be made. Buffalo will probably be reached at 9 o'clock Sunday morning. The run will be made in twenty hours or less, and if the entire number finish it will be the greatest event of the kind ever attempted.

Some Winter Amusements.

The social season of the bicycle clubs closed here about April 15. It has been noteworthy in the number and originality of entertainments held by the bicycle clubs, and the interest displayed by the lay folks in cycle doings. The Ramblers have taken the plum in the planning of surprises for the boys, and the same were surprises indeed. The Kernel Nuttingham Nitz party was a notable event, and rivaled the doings of the dancing girls on the Midway Plaisance.

The blood-thirsty Klu Klux Klan created a deal of fun for the spectators and not a little uneasiness to the victims. Many of the boys had been adjudged guilty of misdeeds by the klan and it was decided to make an example of the offenders. They were notified to be at the clubrooms on a certain evening, and when they arrived there were ushered into the courtroom of the avengers. The room was draped in black, incense filled the atmosphere, and grinning skulls and crossbones appeared at the farther end of the bench of the supreme judge of the klan. The now thoroughly frightened victims were brought in turn before the court; the clerk read, in tones of thunder, the charges against the offender, the sentence was announced, and then the victim was led to his doom by the klan. Jumping upon upturned knives with bare feet, flogging with heavy cudgels and branding on the bare breast with hot (?) irons were some of the tortures inflicted. The air was filled with shrieks from the unhappy victims and with roars of amusement from the spectators. The good work continued until all the offenders had been punished and warned to mend their ways

THE BEARINGS

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THE CYCLING AUTHORITY OF AMERICA

CHICAGO, MAY 18, 1894.

FAST WORK AT SPRINGFIELD.

The Men Training There Are Doing Some Good Quarters—Titus Accepts the Burmuda Champion's Challenge.

NEW YORK, May 14.—Word from Springfield, Mass., says that F. J. Titus, the Riverside Wheelmen's crack racer, is rapidly rounding into form, and also tells of the work done by other racing men in training at Hampden Park. As yet Titus is only "plugging along," but will begin sprinting in a few days and finish off the rough edges, preparatory to what promises to be his greatest year on the path. Last Friday he "cantered" five miles in 13:39, in company with Wells, of the same team. The day previous he covered a strong ten miles, knocking off the last quarter in :30 flat. As Titus remarks, "I don't know, but I think I *may* have a little chance this season." W. B. Young, formerly of Chicago, is trainer for the Spalding team, which is composed of Titus, Wells, and Budd. The latter is a Class A man, paying his own expenses, and hailing from Glens Falls, N. Y.

Some Fast Practice Work.

Last Friday W. W. Taxis rode a mile in 2:11's, paced by Titus, Graves, Kennedy, and Warren. The Overman team is at Springfield, and is composed of Fred Graves and Harry Arnold; Harry Leeming, trainer. A. W. Warren is training at Hampden Park, on his own account, but will probably connect himself with some team before long. Graves is riding quarters in :29's. Kennedy's best has been :29's; Arnold, :29's; Taxis, :29's; Wells, :29's; Titus, :29's. The Rambler string of local men are there, and consists of "Chub" Nelson, and Allen. Walter Sanger rides five or six miles daily at a three-minute clip, finishing strong. The "big fellow" is looking fine, and great things may be expected of him this year. Tyler had not been on the track up to last Friday.

Titus Accepts the Challenge.

The race meet at Manhattan Field, June 23, will be under the auspices of the Greenwich Wheelmen, of this city. It will be the first meet of this club and will be something of the grand order. The challenge of W. Outerbridge, the Burmudian champion, has been accepted by F. J. Titus. This race will be a one-mile event, and the prize will be a \$150 diamond. The contest is the outcome of Outerbridge's defeat by Titus last February in Burmuda. Outerbridge claims the win for Titus was a fluke, inasmuch as he, (Titus) was absolutely fresh, not having started in any previous races that day, while the Burmudian had ridden in five events before the one in which he met defeat. Titus' reply was an acceptance, naming one mile as the distance, and said he preferred a diamond prize, or an order for \$150 worth of goods from any merchant he might name. In addition to these two drawing attractions, there will be two Class B events and five Class A races. The track has been entirely remodeled.

HARDING BREAKS THE DE SOTO RECORD.

ST. LOUIS, Mo., May 13.—Bert Harding, of the St. Louis Cycling Club, was out after honors on the De Soto road today. Confident that he could lower the record that he had previously made over the steep grades on the De Soto road, through Jefferson county, he made arrangements to have a trial at it. As he wished it to be an unassisted record he had no pacemakers, but rode the entire distance alone. At 7:30 a. m. he left the St. Louis Cycling Clubhouse, 316 North Ewing avenue, his time being taken by W. M. Rosborough and W. P. Laing. The timers then took the 8 o'clock train for De Soto, to catch the time of his arrival. Harding found the streets through the city miserable, having started just in time to find the streets freshly sprinkled, but Point Breeze was reached in thirty-five minutes, and from there to Bulltown (Antonio) the road was in pretty fair condition. Two hours were consumed in reaching the latter place, but from there on the road was covered with fresh metal, and was barely rideable. Roger's Hill he could hardly coast, having to pedal down a part of the way. He was out three hours to Hillsboro (eight miles from De Soto), which was ten minutes better than the previous record, and from there on, in spite of the bad roads, he began to make time, reaching De Soto at 11:03 a. m., covering the forty-five miles in 3:33:00, twenty-four minutes better than the previous record. Setting aside the fact that the time is bettered, this is by far the best ride that has ever been made over the road, as it is seldom found in as poor

condition as at present, and it stamps Harding as being without a peer over this course. He finished at De Soto fresh, and would have tried for the round trip record but for the poor condition of the road.

"INNOCENTS ABROAD."

Zimmerman, Banker, and Wheeler are together in Paris and are fairly idolized by the cycle-mad Frenchmen. They are photographed at every turn, and they can not go out for a walk without being followed by an admiring crowd. The accompanying picture is taken from *Le Revue des Sports* and shows the trio in citizen's clothes. Zim looks rather strange in a derby hat, and it takes more than one glance to trace the resemblance. The *Scottish Cyclist* has the following about Zimmerman's reception upon his first appearance at a French race meet:

"In the short interval before the consolation race, the crowd got wind that Zimmerman was inside the ropes. They started shouting his name and cheering and hurrahing, while poor Zim seemed puzzled as to what reply he was expected to make. He was only relieved from his embarrassment by the appearance of the thirteen riders starting in the consolation



BANKER.

WHEELER

ZIMMERMAN

In order to pacify the crowd, Zim stepped on to the track, not to ride, but to push off Alderton. The latter, however, didn't win. Baras took the consolation stakes, hands down. Time for the three kilometers, 4:56's. Shortly afterward the wild shouting of Zimmerman's name became more vociferous than ever. Something had to be done to respond to this call of welcome, so, led by a pressman, Zimmerman walked calmly over to the one-franc spectators, and, amidst prolonged cheering, shook hands with all who were within reach. Had he been less solidly built his arm must have been wrenched out of the socket."

OSMOND LOSES THE BRIXTON CUP.

**He Fails to Win the Valuable Trophy for the Third and Last Time
—Trouble Over the Licensing Scheme.**

LONDON, April 28.—The Brixton Bicycle Club race meeting drew 6,000 persons to Herne Hill this afternoon, and but for the threatening aspect of the sky, this number would have been largely augmented. During the afternoon some showers and one very hard downpour occurred, interrupting the racing and making the famous track, although sanded, temporarily dangerous. Five falls occurred in three heats during the rain from positive side slipping—a lamentable incident. The programme embraced two handicaps and two scratch races, all of which provided excellent sport and fast racing. A few moments after the rain ceased, the track was dry and perfectly safe, owing to the sun's reappearance. Two riders of Bantam front drivers, and one on a Fenner rear steering Bantam, made a conspicuous showing during the afternoon. F. J. Osmond, who has been given a temporary license, failed by a yard and a half to win and make his own property the Brixton silver challenge cup, valued at \$262, in which he held two shares, besides having won outright the previous cup.

Osmond Rather Underrated His Opponents,

it was thought. Last year he was in America and Meintjes scored a win in this race. This afternoon the contest proved very exciting, twenty starting and eight finishing. The results were:

One-mile handicap.—W. Walker, 100 yards, first; F. May, 55 yards, second; G. R. Martin, 70 yards, third, and H. S. Hock, 65 yards, fourth. Time, 2:21, won by a yard.

Half-mile scratch.—P. W. Brown, Polytechnic Cycling Club, first; T. Osborn, Polytechnic, second; R. A. Marples, Bromley Cycling Club, third, Time 1:10³/₈, won by a yard; ten yards between second and third.

Two-mile handicap (open to riders receiving 50 yards start or more in one-mile handicap).—W. H. Knight, Essex Wheelers, 160 yards start, first; G. J. Fulford, Mid Surrey Cycling Club, 155 yards, second; J. Bowie, Finsbury Polytechnic, 210 yards, third; A. S. Robinson, Oldham Bicycle Club, 30 yards, fourth. Won by three yards; one yard between second and third. Time, 4:49¹/₂. Both the winner and Bowie rode Bantams. The winner's mount was a twenty-eight-inch geared to seventy-seven inches. He was never caught by his men and won easily. Both Knight and Bowie were fastest losers in their respective heats, and rode in splendid style.

Ten-mile Brixton cup race.—T. Gibbons Brooks, Polytechnic Cycling Club, first; Ben Fisher, Inflexible Cycling Club, second; F. J. Osmond, Speedwell Cycling Club, third; J. Warding, Globe Cycling Club, fourth. Won by a yard; Osmond a foot behind the second man. Time, 26:06¹/₂, last quarter, :30. W. Heine, of the Kristiania Velociped Klub, went to the front from the start, and drew away a following of six, leading continuously until the last lap, when W. H. Knight brought his Bantam to the front. Osmond lay fifth throughout, and on making his effort at the bell was out-paced. Heine rode splendidly and won the lap prize, although beaten off in the final struggle. Bowie and Fenner, on small front drivers, gave up, but Knight was close up, although unplaced at the finish.

The Stanley show of cycles will be held at the Royal Agricultural Hall, Islington, from November 23 to December 1.

G. E. Osmond Has Been Protesting

in the *Evening News* against the crowding of competitors in scratch races. Several racing men, he said, had declined to mount in this afternoon's Brixton cup race if the evil were not removed. Last Saturday a catastrophe was narrowly averted in the finish of the Surrey cup race, when over twenty men were bunched on the track at a speed of twenty-four miles an hour. However, today things were different.

There has been much newspaper talk during the week concerning the death of a Liverpool policeman while training on a cycle at the Liverpool Police Athletic grounds. The fork of his safety broke and he fell violently, fracturing his skull. The rider weighed 160 pounds and his machine twenty-five pounds—not too light by any means. The tube used for the frame was alleged to be one-thirty-second of an inch in thickness. This is equal to only twenty-one gauge, but should not have been employed for the forks. However, the jury found that no one was to blame.

It is now said that, contrary to the rumor I stated last Saturday, the professional race at the Surrey meeting was omitted because no entries were received in time, and that the three riders who entered at the last moment were unprovided with professional licenses.

Zimmerman Is Now in France.

On Thursday he touched at Southampton and was interviewed by a *Morning Leader* man, to whom he stated, *inter alia*, that he held every prize he had ever won as an amateur. Jimmy, it is estimated, will clear \$20,000 before the end of the present season.

Two tandem safety riders of the Abingdon Cycle Club were smashed up on Tooting Common recently by colliding with a stray horse. Submitting their case to the N. C. U. they have recovered damages from the owner of the animal without taking their case into court.

On Thursday evening Gamage, the cycling provider of Holborn, gave a *recherche* banquet to his staff and some forty guests, including Lacy Hillier, Stroud, A. J. Watson, and the representatives of the cycling and sporting press. "Are you ready?" called the toastmaster in the reception room, whereupon he fired a pistol. The menu consisted of seven heats when a bell was rung, and the dessert final commenced. Cycling jargon was inter-

woven with the names of the dishes. A first-rate musical programme and numerous toasts filled the evening. This was the fourteenth annual dinner, and 130 sat down.

The London County C. and A. C. is about to hold a

Series of Ordinary Club Runs

on Sunday, starting from Herne Hill. The Whitsuntide foreign tour has been abandoned, but the Harrogate Camp will be supported in force.

The N. C. U. will hold a mile-professional championship, and the English vs. Scotch team race at Birmingham on June 9.

The Dutch Union has decided not to alter its amateur definition as it was lately proposed to do.

The second son of Lord Salisbury is the rector of Hatfield church and an ardent tricyclist. He uses his tricycle on Sundays to carry him to an outlying village, where he conducts an afternoon service. He has just provided special accommodation for cyclists attending his church, together with lock-up storage for their cycles. Hatfield is thronged with riders every Sunday.

Cyclist Messengers Are Being Used

at the London general postoffice on Sundays. It is found that a cyclist can take a message to a district office, several miles distant, and return with a reply in a shorter space of time than the use of the telegraph would involve to achieve the same result.

E. J. O'Reilly, the genial Irish humorist of *Wheeling*, is at present in Switzerland, putting in a qualifying period of residence prior to marrying a Swiss bride, whom he will bring back with him to London. Every one of his fellow-journalists will wish him and his fair partner all possible happiness in the future.

The trade licensing committee of the National Cyclists' Union have found it

Impossible to Carry Out the Licensing Scheme

under the existing rules relating to the appeal committee. In fact it has been found necessary to call a special meeting of the council, which will take place on May 18, to consider what alterations shall be made in the existing scheme. It appears that while in many instances the licensing body, which meets privately, secures ample evidence to warrant the refusal of a license to a particular rider, it is quite impossible to induce witnesses, especially witnesses in the cycle trade, to appear before the appeal committee and give evidence should the rider affected make an appeal. The appeal committee is a judicial body holding its meetings in public and requiring direct proofs of all statements made against a rider. Pending the clearing away of the present difficulty, by abolishing the appeal committee, by making its sittings private, or by making the right of appeal subject to the vote of a proportion of the licensing committee, some sixteen riders will be kept in suspense awaiting licenses. It has been decided to issue temporary licenses in every case. The difficulty is certainly a very grave one, and it is probable the appeal committee, which is a survival of a prior system of government, will be swept away and, perhaps, the licensing committee, already a numerous body, still further enlarged.

C. W. HARTUNG.

The Martin Road Race.

That the third annual Martin twenty-five-mile handicap road race, which takes place in Buffalo on Decoration Day, May 30, will eclipse the two previous races, is now beyond a doubt. Van Wagoner, the winner of last year's time prize, has entered, and F. C. Graves, of Springfield, has also signified his intention of competing. Linneman's entry has been received, so it will be seen that the competition for time prize this year will be particularly keen. The first prize is a Kurtzman piano, valued at \$650, which was made especially for exhibition at the World's Fair. Over fifty prizes are now on the list, and before the day of the race there is every probability that it will reach sixty. The prizes are on exhibition at the store of H. C. Martin & Co., Buffalo. Entries close with D. H. Lewis, of the *Cycle Record*, Buffalo, May 22. Preparations are rapidly being completed, and the riders can rely upon being taken good care of at the finish. The course is an out and home one, and consists of four miles of asphalt, twenty and a quarter of splendid dirt road, and three-quarters of a mile of macadamized park road.

Colors Registered.

The fast men of the path have fallen in line, and the following top-notchers have registered their colors with Chairman Raymond: J. S. Johnson, lavender, with short alternating stripes of maroon running lengthwise on bottom edge of pants, large design of maroon let in at neck in front and back of shirt; J. P. Bliss, full suit of pink; M. F. Dirnberger, full suit of light blue; W. F. Murphy, white with cardinal band around the neck, sleeves and bottom edge of pants, cardinal socks, white and red cap, American flag around waist; H. A. Githens, lavender; C. M. Murphy, green with white short stripes, alternating in size on the bottom edge of pants; C. H. Callahan, purple with white trimmings; E. L. Blauvelt, lavender, blue belt, white polka dots; M. H. Burt, orange, black band around neck, sleeves, bottom edge of pants, black sash with sunflower.

Our friends, the English, are just beginning to learn a thing or two. At a recent meet, Ernest Osmond appeared in a bath-robe similar to the ones worn by the American cracks. An English paper remarks that "the garment is an eminently sensible one."

BOSTON'S FIRST MEET.

The Races at Saugus not a Howling Success—Massachusetts Has 3,500 Renewals to the League.

BOSTON, MASS., May 12.—Well, the first track events of the season were run this afternoon at Saugus, and we may safely assume that every Saturday afternoon till October 1 there will be races galore. These races this afternoon were the postponed ones run by John McDuffie, brother to the other two. They were to have been run April 19, but the track was too soft, and so they postponed it awhile; the track was good and today but few people went to see the races. It is a little early to see the good men get up. Gary, Graves and Arnold were all placed on scratch, but Gary was the only one to put in an appearance, and he didn't ride, as his knee is not yet in shape to allow him to do much work. He will positively get up Decoration Day.

Gary Is Looking Very Well.

and is feeling finely, and doing a little training steadily. He does not finish his course at the school till the middle of June. Then he will take in a few of the big meets, saving himself for Springfield. There is not a soul here but what thinks he has the making of a world beater in him. Men of his ilk do more to bring the sport into good repute by their uniformly gentlemanly conduct than any ten men who talk loudly on the track, and who make spectacles of themselves, generally, by "jolly" each other and everybody at the meet, whether they happen to know them or not. He is merely a shining example of that other class which should be cultivated and multiplied in some way. But this is a slight digression.

It is pretty early in the season to expect the really good men to get up for anything. They have not yet got the stiffness out of them. They need more training, and they do not want to ride in any events such as these. They must have more time to get the kinks out of them. There were five races on the card, and they were run in heats. At least some of them were. Nothing of any great interest was developed, except the bringing out of young Fuller, of Malden, who seems a likely man. He was a novice, and he won his first race, a handicap mile, withease, and rode it well, too.

The Summaries:

One-mile novice.—Seavy, first; Cutter, second; Hosmer, third. Time, 3:12.

One-mile open, final heat, eleven starters.—D. Conneley, first; Blauvelt, second; J. Clark, third. Time, 2:56.

One-mile handicap, final heat, twelve starters.—Fuller, 135 yards, first; McLaughlin, 135 yards, second; Bianchi, third; Roberts, fourth. Time, 2:30.

One-mile 2:30 class, final heat, thirteen starters.—Blauvelt, first; Pettigrew, second. Time, 2:51½.

Two-mile handicap, final heat, eighteen starters.—Cutter, 240 yards, first; E. J. Clark, 260 yards, second; Bianchi, 140 yards, third; J. Clark, 30 yards, fourth. Time, 5:25½.

Massachusetts Is Renewing.

The writer dropped into the secretary's office the other day, and found that his office was being overrun with Massachusetts renewals, and that he had all he could jump to take care of them. His little cake pans (ten cents each, this secretary is economical) were filled to the brim with the yellow blanks of the Massachusetts division. This week there are over a hundred such blanks in his care, and they are growing in numbers very steadily. There is no doubt but that Massachusetts, as the membership stands at present, is fully 50 per cent of the entire membership of the organization. The total renewals and applications is estimated at something like seven thousand. Of these, Massachusetts has about three thousand five hundred. That is very encouraging for Massachusetts.

The various committees in charge of the spring meet are working very hard, and they have been backed up by the action of the general committee, which has appropriated large sums to aid them. Indications point to a much larger meet this year than last, and the clubs from all over the state are sending in their reports and applications for position in the line. There

will be fully twenty thousand people at the park in the afternoon. The new surface has been inspected by a large number of practical racing men, and they all say that it will have a very fast surface. The record breakers will get to training on it May 20, and then there will be a chance to see how they like it, and what they think can be done on it.

Worcester is going to have a celebration herself. She is going to have a lantern parade, and a tournament, and all that sort of thing, and she will be eminently successful, no doubt.

Boston is happy and racing mad at present. There can not be enough races to suit this crazy section of the country.

THE WINNER OF THE LINSKOTT.

It isn't every young man who jumps into world's-wide fame and a good job in just 1:11:28½. But that is just what Nat Butler did when he broke the world's 25-mile road record, May 5, in the Linscott road race.

His story is an interesting one and one that has not been fully told. He is practically a novice. He reached his twenty-fourth year January 6 last.

He stands five feet eight and three-fourths inches, and weighs 141 pounds, stripped.

Early in the spring of 1893 he took a great interest in the conversations of his friends and fellow-workmen who rode wheels. The talk of the day on each Monday in the riding season, in which beautiful scenery, fast riding and the haps and mishaps of the previous Sunday played a big part, resulted in Butler getting the bicycle fever. He got his wheel in April, and therefore he has ridden a wheel but thirteen months. A year ago he was highly elated if he could ride as fast as an electric car. He is a quiet, easy-going sort of a chap, of a modest, retiring disposition. By trade he is an iron molder and as his business has been very quiet during the last year, he has had plenty of time to gratify his passion for riding. He has trained or this race diligently under the care of his friend and trainer, Frank Jordan, who was at one time quite prominent in amateur athletics. It has been Butler's custom to ride fifteen or twenty miles each day, repeating this in the evening. There were probably no people in the world who knew about what he could do, except the few friends chosen to pace him for the last three or four miles each day.

They frequently found it impossible to hold him at all even after he had ridden his stint. His trainer set the time at 1:14:00.

Butler met with two mishaps which would have taken at least two minutes. He went off the course and was detained by a freight train at a crossing. Fortunately for him, there was a friend of his at the crossing, who held him on his wheel till

the train went by. He does not use tobacco, keeps good hours, is thoroughly obedient to his trainer, and a very easy man to handle and train for this reason. Speaking of the race, Butler says:

"I thought I was done for on that last mile. Will Clark passed me on a sprint. I lost heart for a moment, but when we came to the hill I saw that his wheel wobbled. I became as strong as a lion and I passed him. I could have ridden as I finished for a long time.

He is very popular among his fellow-wheelmen. His first event was in the twenty-five-mile B. A. A. event last October, when he finished seventh on a thirty-two pound wheel, making the time in 1:32:23. April 19 he rode a two mile race near Boston, and won in excellent time from good men. He went at once to Syracuse to join the Stearns' team, where he is at present.

Martin is Placed.

A cablegram from Paris states that Martin finished second in a 100-kilometer race last Saturday. Ashinger was fifth, and Waller dropped out.



NAT BUTLER, WINNER OF THE LINSKOTT ROAD RACE.

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GEO. K. BARRETT, EDITOR.

CHICAGO ROAD RACE.

It is now Chicago's time to crow. She has for years boasted of having the greatest road race of the world. Never has another race rivaled the great Pullman in the number of entries or the number of starters. Its successor, the Chicago Road Race, holds the same proud position. Not only has no other city ever held such a race, but never has Chicago held such a race as this will be. Just think of it! Four hundred and nineteen entries with two big silver dollars with each entry! Who can show us the like. It is a pity that "typical Chicago" is not represented by a rooster that he might fly to the top of the municipal fence and crow in derision at such petty affairs as New York's Irvington-Milburn, or Boston's Linscott road races.

What more fitting place for the army of wheelmen to decide their fight for supremacy than at the base of that granite pile on which Chicago's citizen and the nation's general looks down in bronze serenity on the struggles of the youth of the later Chicago as he looked down at Vicksburg on those of the younger Chicago. Well might his spirit animate the image of bronze as the enthusiasm of the occasion will enliven the spirits of the thousands on thousands of spectators who will witness the race.

Over four hundred entries! Next year will see five hundred.

THE PASSING OF OSMOND.

We can not read without regret of the double defeat of the once great Osmond, the erstwhile undisputed champion of the English racing path. He was head and shoulders above his fellow-riders, was to England what Zimmerman was to America. But it looks now as if his day was surely past. Physical prowess is at best but a fragile and unstable foundation on which to build a reputation. That he was a good sportsman, a genial companion, and an expert mechanic, will be forgotten, except by his immediate coterie of friends. The public is ungrateful, and the memory of the idol whom it worshiped will fade from its memory like dew before the morning sun.

*And what is Fame? the meanest have their day,
The greatest can but blaze, and pass away.*

His name will soon be in the same category with those of Hillier, Sellers, Hendee, and Windle—and that of Zimmerman will soon be in the same class. These men were—are—but the idol of an hour. Heroes one day and memories the next.

A BUZZ SAW STORY.

"Don't monkey with the buzz saw" is an adage that is of modern origin, and homely in expression, but it nevertheless contains a world of meaning, meaning that Joseph M. Bresler and W. C. Noack have failed to learn. We do not propose discussing here the merits of the cases of these two gentlemen. They may have been right, or they may have been wrong, the cycling world will accept the verdict of the committee before which they were tried as the end of the whole matter. The convicted defendants will not. They propose to establish a new league.

Were our sympathies ever so much with them we would advise them to attempt no such thing. The establishing of a new governing body in cycling will never come about until there is a rupture that will shake the present league to the very core. It means more work than any one man could hope to accomplish in years, and more than any hundred of men could accomplish in any time that they would devote to it. Any attempt to form a new league will fall flat. There is no need for a new league, the one that we have at present fulfills all the functions that any league need fill. If there were two leagues it would mean the survival of the fittest.

The great mistake that Bresler and Noack made was in not knowing when they were beaten. That time was the date of the last meeting of the L. A. W. National Assembly. Then was the time to give up the factional fight, out of which all the later trouble grew. Right or wrong, it was foolish to carry on a hopeless fight—and when the fight was against the National Assembly and its officers it was surely hopeless. The national organization was the buzz saw which had decapitated the men.

STRAY SHOTS.

"Old 46" Will be a Record Breaker.

"Old 46," as Neiswonger, of Orange, Ohio, is known all through Ohio, is still destined to be seen on the track. This gentleman invariably secures the No. 46 at a meet, and almost as invariably does not win a race. It is reported that once upon a time he did win a race. It will also be remembered that the gentleman should have been one-mile ordinary champion of this country. A trick was played upon him at the international races in Chicago, when the pneumatic tire on his geared ordinary was punctured in order that he might not defeat Zimmerman, who rode a Star. He lost this race by a narrow margin only. Now it is reported that "Old 46" is going for the twenty-four-hour record some time this year. Down Ohio way his perseverance has won admiration for him all over the country, and race-meet promoters hold "No. 46" on the programme open for him, and telegraph for his entry. He is wealthy, and races (?) for the pleasure of the thing only.

Bald Will Be Dangerous.

The predictions made by the friends of E. C. Bald, the speedy Buffalonian, are being verified. There are several people who laughed when Bald was mentioned as a possible world beater, but it begins to look as if the shoe would soon be on the other foot. When Johnson was obliged to follow Bald across the tape at Atlanta, last week, in the mile open, it caused quite a surprise. And Bald won after setting most of the pace, Johnson refusing to do his share. Johnny, however, somewhat evaded up things in the two-mile open. Taylor jumped them and obtained a thirty-yard lead. Johnson pursued him and nipped him at the tape. Bald being third.

They Favor Cycling.

The Chicago *Tribune* printed an article in last Sunday's issue that attracted not a little attention among the wheelmen. It was "Fads of all Cities, or the Hobbies Ridden by Fashion in Uncle Sam's Domain." By telegraph they instructed their correspondents in twenty of the leading cities to send in a short dispatch on the prevailing fad in each city. Of the twenty cities nine have cycling for a hobby, while the others are divided between dancing, horseback riding, coaching, baseball, etc.

Cycle Thieves in the "Pen."

Could all prospective bicycles thieves be conducted through the Columbus penitentiary as was THE BEARINGS' correspondent, then bicycles could be left unlocked at all times of the day and night, and in any location. "Jack" Laslie, of the Columbus Bicycle Co., is a close friend of the son of the warden. Through this friendship the writer was taken through every nook and crook of the greatest "pen" in the world. Over twenty-two hundred convicts are imprisoned there, and many of these owe their misfortune to the theft of bicycles. It was a trip well worth the time spent, and was made very instructive. Here were found men in for all kinds of crimes, and for short and long times. Among the number was noted a mere youth, up for ten years for stealing a bicycle, which he never got a chance to ride.

Winner of the First Bicycle Race.

J. H. Palmer, an Englishman from Birmingham, now residing in Washington, D. C., is said to have won the first bicycle race ever run, away back in 1869. He possesses the championship trophy yet. He has been a resident of America for some years.

Such Is Fame.

H. A. Guthren [supposed to be Githens.—Ed.] representing a large bicycle firm of Chicago was in town last week. Mr. G. is a famous bicyclist himself having won the diamond ring at Chicago last year.—*Elmore* (Minn.) *Eye*.

Ohio Division Candidates.

Parker G. Reed, of Chillicothe, candidate for nomination as chief consul and George R. Prout of Sandusky, for secretary-treasurer of the Ohio division, will apparently have a clean sweep in the field. Both are able men for the positions, and have well-constructed fences all through the state. Nominations will be made at the annual meeting to be held at Cincinnati July 2.

BRESLER AND NOACK GUILTY.

That Is the Decision of the League Trial Committee—The Sentence is Expulsion From the L. A. W.—Bresler Says That He Will Establish a New League.

NEW YORK, May 12.—Guilty! That was the verdict of the august trial committee of the League of American Wheelmen, which sat in the cases of Joseph M. Bresler, and W. C. Noack, ex-chief consul and ex-secretary-treasurer of the Michigan division, respectively, held at the Grand Union Hotel, in this city today. The trial committee consisted of President of the League Luscomb, and Sterling Elliott, Charles F. Cossum, W. W. Watts, and Howard L. Perkins, chairmen of the principal committees of the League. Cossum was elected chairman of the committee. The trial was a public one, but in spite of the fact there were not over half a dozen persons, except the directly interested ones, present, and they were all reporters.

After the verdict had been rendered a BEARINGS' man saw Bresler and he was fuming with rage. "I shall appeal to the next meeting of the National Assembly," he said. "It is an outrage. But I have something in store for the League of American Wheelmen that will make its officers open their eyes. They think that I have no following but I have. There are a thousand wheelmen in Michigan alone who are ready to follow my lead. There will be a new league. You will hear all about it inside a month. There will be a new league, and the colored riders will not be barred. It will govern professional racing, and will look after many things that the L. A. W. never thought worthy of attention. O, it will make a sensation!"

The greater interest in the trial naturally centered in Bresler. The charges are the outcome of a bitter partisan fight between the Detroit wheel-

Fifth: Joseph M. Bresler, chief consul of the Michigan division, L. A. W., as presiding officer of the board of officers of the division, at a meeting of the board in Detroit, December 13, 1893, refused to entertain or put the question on an appeal from the decision of the chair taken by Charles P. Baker, of St. Johns, Mich., declaring the same out of order.

Sixth: That Joseph M. Bresler, chief consul of the Michigan division, L. A. W., as presiding officer of the board of officers, at a meeting of said board held in Detroit on December 13, 1893, arbitrarily declared the meeting adjourned, without a vote and without a calling for a vote on the question of adjournment from the board.

Seventh: That Joseph M. Bresler, as presiding officer of the division board of officers, at a meeting of the board of officers in Detroit, December 13, 1893, for the second time arbitrarily declared the meeting adjourned before the business, for which the meeting was called, was transacted, and within a few seconds of the announcement by the chair that a motion to adjourn had been lost.

Eighth: That the conduct of Joseph M. Bresler during the meeting of the division board of officers on December 13, 1893, was arbitrarily and uncalled for, and such as will bring odium upon the League and its officials, and is prejudicial to its interests.

(Signed) G. M. Petrie, Chas. P. Baker, Ottis Fuller, E. C. Whitstone, D. L. Hunt, A. K. Petrie, V. A. Chapin, Geo. E. Woodruff, M. D. Hubbard, Robert G. Steel.

The charges against Noack were similar in nature.

Bresler pleaded guilty to the second, third and fourth counts stating that the changes in the ballots were made with no fraudulent intentions, but merely to facilitate the voting. He stated that in the election of 1892 there had been ninety-nine votes thrown out as irregular, because the ballots were so complicated.

To all the other charges he pleaded not guilty.

There was not sufficient evidence in support of counts five to eight to justify conviction on them and they were dismissed. Count one was, therefore, the only one considered. The defenses of Bresler and Noack were similar. The following points are the principal ones made by Noack in defense:

In charge two, I am charged with "refusing to obey the orders of the National



men, headed by Bresler, and another faction, composed mostly of men outside the city by the straits, and headed by Robert G. Steel.

The Charges Against Bresler Were as Follows:

First: Joseph M. Bresler, a member of the National Assembly, as chief consul of the Michigan division and chairman of the division executive committee, signed the resolutions attached hereto. That the said Joseph M. Bresler has failed to carry out the orders of the National Assembly as contained in the resolutions passed at Louisville, February 19, 1894, ordering a new election to be held in the Michigan division, to be held beginning March 12, 1894, and that he still refuses to carry out the orders of the National Assembly. That in so refusing to carry out the said orders and in claiming that the National Assembly has exceeded its authority, Joseph M. Bresler has not only cast odium on the Michigan division, as well as the League at large, but sets up the claim that the division is not subservient to the authority of the National Assembly or the League, which claim is contrary to Section 1, Article IV, of the League constitution. Immediately on becoming acquainted with the resolutions of the division executive committee, Robt. G. Steel, of St. Johns, Mich., sent to W. C. Noack, secretary-treasurer of the Michigan division, a certified check for \$65, the amount claimed as necessary for the expenses of the special election, accompanying it with the letter of which a copy is hereto attached.

Second: That the official ballots as prepared, printed and circulated by Joseph M. Bresler, which were used at the election held in the fall of 1893, for officers of the Michigan division, L. A. W., were not printed in the prescribed form, as directed in Clause B, Section 4, Article VI, of the Michigan division By-laws, under which the election was held.

Third: That the instructions in regard to marking the ballots properly as printed upon the official ballot, were in direct violation of Clause E, Section 4, Article VI, of the Michigan Division By-laws.

Fourth: Clause F, of Section 4, Article V of the By-laws of the Michigan division as printed upon said official ballot read as follows: "Duplicate ballots may be had of the secretary-treasurer and the chief consul by inclosing a stamp for the return of same." The words "and Chief Consul" do not appear in Clause F of the Michigan Division By-laws and consequently show that Clause F was printed on ballot as above, in order to give the chief consul a semblance of authority for having, and dealing out extra and surplus ballots. Charges second and third and fourth were sustained by the rights and privileges committee in their report to the National Assembly and adopted by that body.

Assembly," as contained in the resolutions adopted at Louisville, Feb. 19, 1894, relative to the special election in Michigan division.

That it would be an act of non-feasance and not of malfeasance, for non-feasance, as defined by the law, is "the not doing of that which the non-doer was under legal obligations to do." Webster defines non-feasance, "In law, a failure to perform." My accusers do not accuse me of non-feasance, but of malfeasance. In answer hereto, will say, that upon my return from Louisville I made the necessary preparations to comply with the wishes of the National Assembly—whose wishes even the Executive Committee of the national body do not respect, as I am informed. I got out the copy of the ballot and envelope to be printed, and was on the point of having them printed, when I was threatened with injunction proceedings, and my attention was directed to the following provision of Article VII, Section 1, page 22, of the By-laws of the Michigan division, to wit:

ARTICLE VII. EXPENSE.

Section 1. Expenses of the chief consul, vice-consul, and secretary-treasurer, or any committee incurred while in discharge of duties, authorized in the writings by the Executive and Finance Committee, or by the board of officers, shall be paid by the division.

Upon taking legal advice, I immediately penned the following request to the Executive and Finance Committee, to authorize me to incur the necessary expense to carry on the special election as ordered by the National Assembly, viz:

DETROIT, MICH., March 6, 1894.

JOSEPH M. BRESLER, ESQ., chairman Executive and Finance Committee, Michigan division, L. A. W., 22 Lafayette avenue, city.

Dear Sir: The National Assembly, L. A. W., at Louisville assembled February 19 and 20, 1894, ordered a new election for division officers to be held in Michigan, and directed me to prepare ballots, etc. The preparation of such ballots will oblige me to incur an expenditure of about sixty-five dollars (\$65), as follows: printing ballots, \$17; envelopes, \$7.25; postage, \$30; clerical assistance to address envelopes, etc., \$10; total, \$64.25. Under Article VII, Section 1, Michigan Division By-laws, I find I can incur no expenditure unless authorized in writing by the Executive and Finance Committee. Will you therefore kindly authorize me in writing, to expend the amount of money necessary to cover above estimate. An early compliance will greatly oblige, as time for preparing ballots is limited.

Yours fraternally, WM. C. NOACK,
Secretary-Treasurer.

In answer thereto, I received the following communication from Chairman Bresler, to wit:

DETROIT, MICH., March 6, 1894.

MR. W. C. NOACK, secretary-treasurer Michigan division, L. A. W., Detroit, Mich.,

Dear Sir: I am in receipt of yours of this date, and find by consulting Article V, Section 1, By-laws, that our committee can only authorize \$50. I have sent your letter on to the two other members of the committee. A meeting of the Executive and Finance Committee will take place Thursday, March 8, when a decision will be rendered.

Respectfully,

(Signed) JOSEPH M. BRESLER,
Chairman Executive and Finance Committee.

As in Mr. Bresler's letter mentioned, the Executive and Finance Committee met and unanimously adopted upon motion of Vice-Consul J. W. Smith, as I am informed, the following findings, to wit:

DETROIT, MICH., March 8, 1894.

At a meeting of the Executive and Finance Committee, held in Detroit, Thursday, March 8, it was resolved that the committee decline to authorize the expenditure necessary for a new election, for the following reasons:

First: In their opinion the National Assembly exceeded its authority in ordering a new election, that power resting solely with the division board of officers.

Second: The expense of a new election would considerably exceed the authorized power of this committee, and can only be incurred by order of the division board of officers.

Third: The legality of the December meeting is still unsettled, and that an election if held now, would be questionable, as the methods of conducting same are widely different under the old and proposed new by-laws.

Fourth: That in view of the above, the committee would recommend that the chief consul call the spring meet of the board of officers at the earliest possible date.

Fifth: That the secretary-treasurer of the division be instructed to mail a copy of the above to each of the respective candidates, and to the secretary of the League clubs of the division.

JOS. M. BRESLER,
JOS. W. SMITH,
J. H. JOHNSON,

Executive and Finance Committee.

To W. C. NOACK, Esq.,

Secy. Treas. Mich. Div., L. A. W.

(Incidentally, herewith, I wish to call your attention to the following amusing condition of affairs: Mr. Bresler, as one of the three members of that committee, had his official head taken off for those findings, but the man who moved the adoption of those findings, and whose idea they were (Vice-Consul Smith) was elevated to the position of chief consul. The guilty one was advanced, and Mr. Bresler, who had less to do with the matter than Mr. Smith or Mr. Johnson, was decapitated. Consistency, thou art a jewel.) The receipt of the report of the Executive and Finance Committee was a stunner, and placed me in a quandary. Upon taking legal advice, my counsel advised me to obey strictly the constitution and by-laws, and the findings of the Executive and Finance Committee. My counsel also informed me that I would, thanks to the peculiar condition of affairs of the national and state bodies not being incorporated, become personally liable for any and all expenditures incurred and not authorized in writing by the Executive and Finance Committee. President Burdett's report, as published in *Bulletin* of March 29, 1894, bears directly on the question. Regarding receipt of Steel's check, will say that upon receiving same I, in view of the findings of Executive and Finance Committee, submitted the check and letter to said committee, and herewith add their findings, viz.:

DETROIT, MICH., March 14, 1894.

J. H. JOHNSON, Esq., Member Ex. Fin. Com., Detroit, Mich.

Dear Sir: I am in receipt of the inclosed (Mr. Steel's letter and check) from Mr. Noack. As you will see, Mr. Steel sends a check from Mr. John T. Holmes for \$65, in view of our findings, I do not see how we can accept this check, as there is a question as to right of Assembly to order a new election. Please forward these communications to Mr. Smith, of Port Huron.

Respectfully yours, (Signed) JOS. M. BRESLER.

DETROIT, March 14, 1894.

JOSEPH M. BRESLER, C. C., Detroit.

Dear Sir: Yours of even date on re-election matter received. I agree with you that our decision in the matter is final, and that nothing can be done until the division board meeting. Incidentally I would mention that Mr. Steel is wrong in saying that division would be at large expense in calling special meeting. We propose to do nothing of the kind—simply refer the matter to the regular spring meeting, which must be called now—new election, or no new election. By the way, have you fixed a date for the meeting? Would suggest that you announce it as early as possible.

Fraternally,

(Signed) J. H. JOHNSON.

PORT HURON, March 15, 1894.

JOS. M. BRESLER, C. C., Detroit, Mich.

Dear Sir: I agree with you and Mr. J. H. Johnson, and see no necessity for using the check. Michigan division does not need money; she wants less monkey work and more business in a businesslike way. I say let the Michigan board decide what it wants, and how it wants it, at the spring meeting, which I hope will be soon.

Fraternally,

(Signed) JOE W. SMITH.

On receiving the above findings, I returned check to Mr. Steel. In this matter, as well as in all others, I followed the advice of counsel and obeyed the provisions of division constitution and by-laws to the letter. So much for installment number one. Now for installment of charges number two, under date of March 24, 1894. The first charge is "for conspiring with Jos. M. Bresler and others to prevent the Michigan division from holding an election of officers as provided for by a resolution adopted at the National Assembly meeting at Louisville. My answer thereto is that two persons can not enter into a conspiracy, it requiring at least three, and there is not one iota of evidence produced connecting me with any conspiracy. My action in regard to resolution of Assembly has heretofore been above fully set forth, hence, will not again repeat same. In reply to charge of "presenting a false bill (greatly in excess of the amount required to run such election) to the Executive Committee, showing that such election would cost \$64.25," will say that I requested an estimate for printing ballots and envelopes from the printing establishment of John Bornman & Son, of Detroit, as will be more fully shown by affidavit of Charles F. Bornman hereto attached. Their estimate for said work was as follows:

For printing 2,000 ballots.....	\$17.00
For 1,500 envelopes, No. 6, and printing.....	3.75
For 1,500 envelopes, No. 6½, and printing.....	3.50
Total of printers' expense.....	\$24.25

Under provisions of by-laws adopted by Michigan division board of officers L. A. W., Dec. 13, 1893, all ballots had to bear the initials in writing of the secretary-treasurer on the upper left-hand corner of back of ballot, making it necessary to mail all ballots in sealed envelopes, at letter postage; hence my

charge for postage of \$30, which amount even my accusers concede. In my expense estimate I include \$10 for clerical assistance in addressing the large number of envelopes, folding the ballots, placing them in envelopes, sealing and stamping envelopes, and clerical assistance in arranging ballots for initiating by secretary-treasurer, which item of \$10 I maintain is a reasonable charge for doing the work in a careful manner. In conclusion, I beg to state that the only object in filing charges against me seems to have been to secure my suspension from office, to give Mr. R. G. Steel and his cohorts an opportunity to realize upon their gross abuse of League club privileges. My demanding a complete list of the names of all persons enrolled as members of each League club on Oct. 15, 1893, when club representatives must be elected, and upon all new clubs when same were organized, put a quietus upon their little scheme of utilizing twenty names and forming a large number of new clubs with the same twenty names, and demanding representation on board of officers for each club so illegally formed. I must plead guilty to repeatedly balking their little scheme, and ought to have had my official head taken off for such inconsiderate action; it was very unkind in Mr. Luskomb not to lend his assistance to this little scheme by suspending me, and therein he neglected his official duties. Were he an officer of this division, charges would have been filed against him for his neglect. Since writing the above, my accusers have made efforts to withdraw the charges they filed against me, having found that my suspension was not forthcoming. I shall countenance no withdrawal, however, and demand a decision upon the charges as filed, and as per the evidence which accompanied those charges when the same were filed, and of such evidence as I have been served with a copy of. My good name has been assailed in the public print by these trumped-up charges, and I demand a vindication.

When the whole defense was in, the trial committee retired to consider a verdict. They were out but a short time and returned a verdict in the cases of both defendants of guilty of conspiracy against the welfare of the League, with penalties of expulsion from that body.

CHICAGO'S BIG ENTRY.

Exactly 419 entries have been received to the Chicago road race, and a record has been established that will be hard to break. The nearest approach to it was in 1892, when there were 389 entries to the Pullman road race, but then the entrance fee was but \$1. This year it is \$2, and the Associated Cycling Clubs of Chicago have the snug sum of \$838 with which to buy time prizes.

In the entry list this year is found most of the crack riders of the west. The Chicago Cycling Club has entered J. P. Bliss, H. A. Githens, A. E. Lumsden, H. R. Winship, G. K. Barrett, C. V. Dasey, Gus Steele, C. H. Peck, C. W. Davis, and James Levy. The Illinois, who leads with the largest entry—48—will pin its faith to Charles T. Knisely. This club has a number of dark horses and will show up prominently. For a young club the South Side C. C. is doing remarkably well, having entered forty-six men. It has three fine road riders in Osmun, Spike, and Buker. The Columbia Wheelmen have Martin Nessel, winner of last year's time prize; W. Bainbridge, who broke the ten-mile road record last year, and Fred Nessel, who won time prize in the Waukesha road race two years ago. Among the other prominent entries are J. B. Woollas, who won the Pullman in '92; J. F. Gunther, who won and lost the plum last year; C. D. Cutting, H. H. Wylie, of Chicago; and E. W. Roth, J. F. Reitzner, Mattie Martin, and A. C. Runkel, of Milwaukee.

At the meeting of the A. C. C. last Monday a change was made in the course, whereby two dangerous corners are cut out. It does not lessen nor increase the distance, but makes the race much safer. The course is now changed to run south on Chicago avenue to Grand avenue, thence west to Kenmore, as usual. This cuts out the two turns at Devon and Evanston avenues, and at Evanston and Grand avenues, the course going north will be the same as before.

If the road race is not a success this year it will not be because the promoters have not worked hard enough. The prize committee reports that five wheels have been secured and three more promised.

DENVER CYCLISTS' UNION DISRUPTED.

DENVER, COLO., May 15.—There was a great surprise in Denver this morning when it was announced that the Denver Cyclists' Union had been disrupted. A meeting of that body was held last evening, the result of which was, practically, the dissolution of the Union. The Denver Wheel Club has for some time had control of the Union, which was a stock organization. This fact was not pleasing to the Ramblers, who insisted that they should have equal representation in the board of managers. The articles of incorporation of the Union were said to be imperfect. The Ramblers insisted that another election of officers be held, which the Wheel club, it is claimed, would not agree to. It was given out that the affairs of the Union were "at an end," and that no more business would be transacted in its name. As the Union had the management of the Decoration Day road race, and the races of the League meet in hand, it was a matter of vital importance. Nothing else has been talked off in wheel circles today.

The result of this action will be, as things stand today, that the League meet will be taken care of by the state L. A. W. officers and a local advisory board representing equally the Denver clubs. Those so far appointed are Salmon, for the Ramblers; Hillhouse for the Wheel Club, and Marshall, for the Athletic Club. McGuire, chief consul, has the confidence of everyone who knows him, and he will see that the success of the League meet is not jeopardized by local club dissensions.

KERB STONE DEALERS NEED NOT APPLY.....

THE *Waverley* is sold to the rider at full list price and to regular bicycle dealers at a moderate discount only.

We have the most liberal guaranty that can be written, each and every wheel is fully warranted for one year, but the warranty applies **only** to wheels sold at **full list** prices. Our discount is not large enough to permit of cutting the list even if we were inclined to allow it and we **will not**.

Riders who are looking for the best wheel made will not hesitate to pay \$85.00 for the *Waverley* as they realize its value and consider themselves fortunate to be able to take advantage of our liberality.

Buy a *Waverley* and get full value for your money.



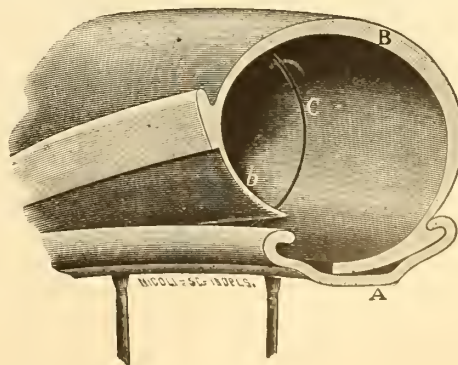
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INDIANAPOLIS, IND., U. S. A.

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Is a regular Lead Pipe cinch. See that Clinch?



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BALD IN BUFFALO.

He Tells How He Beat Johnson and How Johnny Beat Him—Race Mad in New York State.

BUFFALO, N. Y., May 14.—E. C. Bald's victory over John S. Johnson at Atlanta, May 9, has been a fruitful topic of conversation among the local cracks here, and in the shuffle the fact that both Johnny and Taylor defeated Bald in the two-mile seems to have been generally overlooked. Many regard Eddie's victory as a favorable omen of triumph to come, and speculation is rife as to the result when Bald and Dirnberger meet for the first time this season. The consensus of opinion is that Eddie will be the winner. It is probable that the Stearns team—consisting of Johnson, Taylor, and Callahan—and Bald and Dirnberger will come together at the meet at Lockport on July 4. At any rate the meet promoters are devoting their energies toward this end. If they are successful a battle royal will be the result, and it is generally believed that even if Eddie does not win, a Buffalo boy, at least, will cross the tape at the head of the field.

Bald arrived in Buffalo from the south last Sunday. He weighs 178 pounds and

Looks the Picture of Health;

never felt better than at present, and is improving in form every day. "Why," he said, "I used to reel off miles in 2:10 every day, halves in 1:03, and quarters in :29 without any trouble. In the race at Atlanta, May 9, I just wish I had let Johnson beat me in the mile, and I would have run away from him in the two-mile," continued the Buffalonian. "Taylor was in that race as a pacemaker, and for nothing else. I cut the pace for a quarter, and then called on Johnny, who was nipping my rear wheel; he wouldn't come up, but George F. took the pace to the half, and I took it for an eighth, and Taylor came up again, and when we swung into the stretch Taylor rode wide to let Johnny in to the pole, but I fooled them and cut in myself and started to sprint. Well, Johnny and I had it hot up the stretch, I leading him all the way home by half a length."

In the two-mile they tried new tactics by forcing the pace and leading Bald for fully a mile, and then calling on Eddie, who came up and had the pace on the last quarter, when Taylor and Johnson shot by him and were well home before the Buffalo boy realized the fact, and then it was too late to close the gap.

Bald left for Springfield Tuesday, where he will stay until Decoration Day, when he will go to Malden to run up against Sanger, Tyler, Bliss, and Dirnberger. Johnson and Taylor won't be there, as they are going off on a pot hunt. Bald says

Johnson Is in the Pink of Condition,

and is as strong as an ox. He has been reeling off miles in 2:06 and 2:07 every day, and quarters in :29.

The half-mile track at the Driving Park is a scene of activity now a days. The local riders are training there, and some very pretty sprints on the homestretch have been witnessed in the past few days. Of the field, Louis Callahan, a brother of C. H., and W. A. Lutz are the leaders. The latter showed a mile in 2:12 with pacemakers last year, and will be heard from this season. Louis is a boy on whom the Press Cycling Club is pinning its faith as a road rider, and from present appearances he will fulfill all expectations.

Odds and Ends.

Charles Sliker, the youngest racing man in Buffalo, will probably ride in a match race with Harry Elks, who is with Eck at Syracuse. Both boys are about seventeen years old.

Entries for the Hazard road race will close May 19. About one hundred men will start, and the first seventeen-year-old rider across the tape will receive a gold medal, irrespective of what other prize he may win.

Goehler, who showed an excellent record last year, will make a bid for time prize in the Martin road race. He finished second in last year's race, and at Detroit, in the Hilsendegen, July 22, he came within two minutes of Waller's time, and took fifteenth place from the three-minute mark.

Eddie Bald is non-committal as to Callahan's riding abilities. He says, "Cally will make a good man, especially for long distance, as he can set a hot steady pace, but I don't think that he has the reserve burst of speed necessary to win in closely contested races. He ought to make a star handicap rider though."

The towns in the vicinity of Buffalo are all cycle mad. Fredonia, a place of about fifteen hundred inhabitants will run a "star" meet June 23. Leroy, another town of the same size, will hold races June 15, and Lancaster will fall in line with a meet on Decoration Day. As all these towns are near to the city, some of Buffalo's medium-grade riders will go pot hunting, and will probably scoop the prizes from the untutored natives.

PARK DAY IN LOUISVILLE.

LOUISVILLE, KY., May 14.—Last Saturday was Park Day in Louisville, and by proclamation of the mayor was made a half holiday. The wheelmen of the city, to the number of over five hundred, formed in line and paraded over the principal streets of the city, with streamers attached to the handle-bars, and many fancily decorated wheels. The chief of police having resurrected an ordinance twelve years old, requiring a bell and a lighted lantern after dark, many of the boys tried to see how obnoxious they could make the law seem. Such a conglomeration of bells has never been seen on wheels before; there were immense gongs, and cowbells of every description. Some of the gongs were as large as those in use on

patrol wagons, and they were kept ringing as long as the rider was astride of his wheel, making a deafening noise. At the park one of the largest bands of the city was engaged, and interspersed the exercises with lively music. The wheelmen owe much to the park commissioners and the large attendance at the celebration of the opening of the parks was designed to show their appreciation. Before leaving the park three rousing cheers were given to the park commissioners. The route of the procession to the park and return was about ten miles, and the trip was made without an accident or puncture.

The articles published in this column several weeks ago about the small number of bicycle clubs in Louisville has borne good fruit. A short time ago, a club of thirty-five members was formed and named the Columbian Cycle Club. Last week the wheelmen members of the Y. M. C. A. formed a club and started out with fifty members, which will be increased to 100 in a very short time. The old Kentucky Cyclers will be resurrected probably with a change of name. The old Louisville Cycle Club is

Still Grasping at the 100 Mark

in membership with good prospects of reaching it soon. The next thing needed is a cycle track controlled by wheelmen.

Kentucky members were a great deal disappointed in the action of the board of officers of the Indiana division in deciding in favor of Richmond as the place for the state meet. A majority had been pledged in favor of Evansville who, feeling secure in the promises made to them, have gone to work and had everything ready except the official announcement. If Evansville had been selected, it would have been far more pleasant, for the close proximity to Owensboro, the place of the Kentucky meet, would have made the attendance at each far greater. Will C. Paine, of Evansville, certainly must feel very bad over his "throw down," as he was the moving spirit of the preparations under way.

A 100-Mile Road Race.

The Covington Liberty Club of the Y. M. C. A., of that place, held a 100-mile road race last week from Lexington to Covington over the famous Lexington pike. Seven members of the club started from the Opera House at Lexington, accompanied by the captain of the Lexington Wheel Club. He set the pace as far as Georgetown, where his tire punctured and he was compelled to return home. The first ten miles was made in 34 minutes. Nadjes, the first man in, made the 100 miles in 6:50:10; the second man in 10:06:00.

The Kentucky division political pot is boiling, and two candidates are already announced by their friends. Mr. Edward A. Neuhaus, of Louisville, has authorized his acceptance of the nomination for chief consul, and Mr. Owen Lawson is announced for re-election as secretary-treasurer. Both of these gentlemen have the full confidence of the division, and when elected will make a record that will be a model for the division in the future. The spokesman of the present board has made the public announcement that none of the present officers will ask or accept a renomination. Such an announcement, before any of them have been mentioned for renomination is looked upon as smoothing the way toward seeking it, and trying to perpetuate themselves in the offices.

There is a little suburb of this city called South Louisville, which contains in its scattered limits probably two hundred inhabitants. Some time since it was proposed to incorporate it in the limits, but several of the real estate owners got an injunction restraining the annexation. Since that time the office holders have cudgled their brains to get even with the residents of the city. The boulevard connecting the city with the largest park in the system, runs through this would-be town, but is not yet finished to the city limits. The part unfinished has been graded off, but so many heavy loaded wagons pass over it that it is impassable to wheelmen, who have gotten into the habit of riding over the beaten path on the side of the road. The town marshal noticed this and forthwith saw in this a scheme to make some extra beer money, as well as to get even with those darned city chaps "who want to work me out of a job." He went to work and got the town council together and begged and pleaded with them to

Prohibit Riding on the "Sidewalks."

There isn't a sidewalk in the town except, if you want to call it a sidewalk, where the property owner saved the ashes from his cooking stove and threw them over the path worn next to his fence. Well, the ordinance was passed, and Mr. Marshal lay behind a fence where the unwary rider would have to pass. He caught several of them last week, who had to send for friends to give bail for them to appear this week for trial. The same board also passed an ordinance prohibiting driving at a greater speed than five miles per hour, and Mr. Marshal, of the great(?) city of South Louisville, put some of the horse owners through the same mill. The boys are scheming to get even with Mr. Smart Aleck, and if they catch him in town will watch for a chance to catch him in law breaking.

Mr. Thomas B. Dewhurst will hold his annual Blue Grass road race at Lexington on May 30. The race is only open to riders living in the blue-grass region. The prize list is large and always attracts a large number of contestants. The course is over one of the finest pikes in the country, and very fast time is always made in the races.

Martin & Dressing's prize list for the ten-mile road race foots up to a total of \$1,000. The prizes are now on exhibition in their show window, and they have induced many budding racing men to enter. The races are open to every one, and from the way entries are coming in, the race will be very interesting.

GREAT SALE OF LAMPS.

Owing to the enormous demand for

HELICAL PREMIER CYCLES,

We have decided to close out our splendid line of Genuine Joseph Lucas & Son

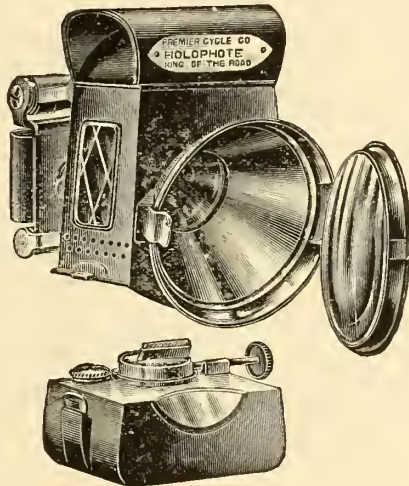
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Other Lucas Lamps \$1.75 to \$5.00



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Regular price, \$5.50

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ALL HALF PRICE.

Send for Special List of

Lamps, Bells, Cyclorns,
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and others who ride Raleighs constantly win, until you've been aboard one of the critters; then you'll know what it is to ride a

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A machine the ease of running of which is simply marvelous.
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The Third Annual

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TAKES PLACE....

DECORATION DAY

RAIN or SHINE.

The entrance fee is only \$2.00 and the prizes are worth striving for.

~ ~ A \$650 PIANO HEADS THE LIST ~ ~

And a \$125 Parlor Suit, Martin Special, Rambler, Columbia, Warwick, Syracuse, and Special Envoy Bicycles, Gold Watch, Sewing Machines, Water Pitcher, Gold-Plated Bell, Sweaters, Mackintosh, Leather Dress Suit Case, Trunk, Tires, Saddles, Oak Rocker, Bath Robe, Subscription to "Bearings" and "L. A. W. Bulletin," Cigars, etc., are prizes not to be sneezed at.

Send in your name at once and you may WIN.

Entry closes May 22.

H. C. MARTIN & CO., = 588 Main St., BUFFALO, N. Y.

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BADGER STATE DOINGS.

MILWAUKEE, WIS., May 16.—The Milwaukee Wheelmen have begun active preparations for their annual Waukesha-Milwaukee road race to be held on July 4. At a meeting of the racing board of the club last week, quite a number of changes and reforms over the race of last year were suggested. A number of them will be carried out and this will make the race one of the best in the country. A new system of handicapping will be adopted. It seemed that after the race last year, comment was made by Chicago wheelmen that the handicapping had been faulty, and that outside riders did not receive a fair show. If the latter point is correct, the mistake was not made intentionally, as any one acquainted with the promoters of the race will know. Instead of the official handicapper of the L. A. W. having charge of the handicapping a committee will this year be appointed. It is likely that one member from each club will constitute this committee. The time limit also was changed at the meeting of the board. Heretofore the limit of the handicaps has been thirteen minutes. This year it will be only ten minutes, and if any of the novices who enter the race come in first, it will be because they are fast men. Chicago authorities will also be asked to furnish information to the handicappers as to the speed of Chicago riders. There

Will Be No Freight Train Interference

this year. Last year Fred Nessel narrowly escaped being killed at Elm Grove, by running into a freight train. Quite a number of riders were delayed on account of trains. This year the promoters of the race will consult the railroads, and so regulate the start of the race at Waukesha when the tracks are clear. The race will also be advertised extensively this year.

Local wheelmen are patriotic. They are going to observe Decoration Day in grand style. The exercises are going to be held under the auspices of the Associated Cycling Clubs, and all cycling clubs in the city have promised to turn out. The feature of the day will be a parade of wheelmen. It is estimated that 500 will be in line. The clubs will meet at the courthouse, and there will form the parade. Chief Consul A. Cressy Morrison, Col. C. K. Pier, W. J. Kershaw, Ed Goldsmith, W. Segal, and A. G. Weissert, have been invited to attend the celebration, and address the wheelmen. The speakers will

Lead the Parade in Carriages.

The wheelmen, mounted on decorated wheels, will follow in this order: Associated Cycling Clubs delegates, four abreast; Bay View Wheelmen, North Side Cycling Club, Mercury Club, Milwaukee Wheelmen, Junior Cycling Club, unattached wheelmen. Each division will be separated

fifty feet. The riders will ride two abreast. After parading the city the procession will proceed to the Soldiers' Home, where a celebration will be held.

The Milwaukee Wheelmen have decided to hold

At Least One Tournament This Season.

The meet will be held late in the season. No definite arrangements have been made for the event, but it is anticipated that a number of outside riders will be entered. The date will be fixed so as not to conflict with the national circuit races to be held here under the auspices of the Associated Cycling Clubs on August 6.

The benefit performance given by the Milwaukee Wheelmen for the Firemen's Relief Fund was a great success. The club minstrels did admirably well, and cleared about \$600 for the heirs of the firemen, who were killed at the Davidson theater fire. Among those who participated in the performance were: H. P. Andrae, N. E. Oliphant, G. C. Bartels, W. H. Wood, Fred Calhoun, Harry McFayden, E. Haven, R. P. Wheeler, Henry Sullivan, S. S. Doctor, J. Foley, Kanegoro Nagaye, A. C. Krause, L. J. Friend, and several others.

The Mercury Club is compiling a prize list for its Racine-Milwaukee road race, to be held on July 21. Over \$400 worth of prizes have already been subscribed. Several bicycles will be offered.

Gerhard Aussem, of the North Side Club, has been appointed official handicapper for the Associated Cycling Clubs, and will hereafter fix all handicaps for the association, excepting track events, which will be made by M. Patitz, the L. A. W. handicapper of this division. All handicapping will be done in the presence of the chairmen of the racing boards of the different clubs of the association, and the association delegates to prevent partiality and to correct natural mistakes.

The Fall River-Columbus road race was run last week under the auspices of the Columbus Wheelmen. The course was nine miles, and the roads poor. M. B. Nute, of Columbus, won the first time prize, and E. Blumenthal, of Columbus, and J. Chattell, of Fall River, the second and third time prizes, respectively. F. G. Holtz finished first. His handicap was sixteen minutes.

The Berlin Wheelmen have elected the following officers: President, W. G. Groffman; vice-president, H. B. Hamilton; secretary and treasurer, L. E. Davis; captain, Ed Dubler. The club will apply for an L. A. W. charter.

The Colton Mfg. Co., of Toledo, will give a twenty-mile road race on Decoration Day. The start will be from Toledo to Maumee, then across the river to Perrysburg, returning to Toledo on the opposite side of the river.

Special Model 35



Catalogue free at
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2-cent stamps.

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LADIES' LIGHT BICYCLE

in beauty of design, quality of construction and every essential particular that goes to make up a desirable mount. This special machine is most thoroughly constructed and serviceable.

PRICE, \$125. It is safe to buy. _____

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Price, \$2.50 per pair. Discount to the Trade.

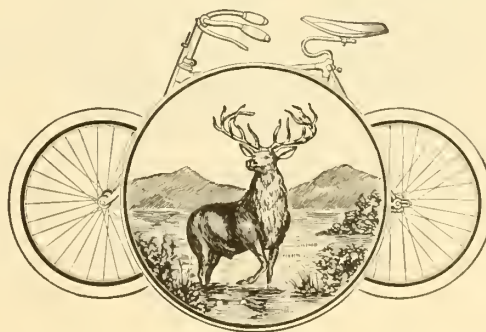
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You have your choice of the **Columbia** single tube tire or the **Hartford** double tube tire, each the best in its class. Before you decide on your '94, examine these safeties. Send your address for one of our catalogues.

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Hartford, Conn.

MENTION THE BEARINGS



A local wheelman was killed the other day by a locomotive on the North-Western track. The parents and friends of the young man deserve the keenest sympathy, and his tragic death will be a warning to all other youths who affect the bicycle in this vicinity. The railroads in Chicago manage to kill their man a day, and if the number is to have its share of cyclists, the cyclists alone are to blame. We know that cycling toughens a man, but we doubt its power of giving any man the special toughness necessary to go up against a locomotive and win out. Locomotives are beautiful examples of the genius of man, and in their proper function are one of the most useful devices of modern civilization. But when a man tries his strength on them, or attempts to use them as a striking-bag, they are singularly apt to be intractable and unmanageable. While regretting, therefore, our young fellow-cyclist's death, I take it that this is a fine opportunity of once more calling attention to the futility of trying to do up a railroad locomotive. It will best the stoutest man alive.

Why Is This Thus?

I have often commented on the peculiar fact that the general non-cycling public persistently refuse to recognize cyclists as men. In the mind of your average "citizen" one who rides a wheel is a half-formed, offensive, undeveloped, impertinent young puppy, who is to be properly despised and underrated by all men of sense. A staid, sober man of affairs, who will converse seriously with a young man in ordinary clothes, will scorn to exchange a word with that same young man when he is tricked out in cycling dress. I confess that this odd condition of affairs is very puzzling, and indeed, quite inexplicable. A young man may ride a horse and be a good fellow; the moment he mounts a wheel he becomes an object of despicability to the aforesaid staid and stiff class.

And yet I have known cyclists who were infinitely better in every part than their scornful critics—better bred, of finer culture, of more gentlemanly bearing, of more liberal education, of wider travel, and, it goes without saying, far better as physical men. The mystery can not be accounted for on the theory that boys ride wheels. The average wheelman, in the old days, was a full-grown man and, as a rule, of good family. Today there are thousands of wheelmen in the professions, in the church, the bar, medicine, literature, and other very respectable and learned vocations.

Perhaps the explanation may lie in the fact that comparatively few of the leading men of commerce and finance are cyclists. A significant further fact is this: That it is among this class of men that the cyclist is most despised. I have generally found that members of the professions regard cyclists with much favor, and the easiest to make warm converts of. When bankers take to the wheel we may expect the deluge.

A Right Royal List.

The King of Belgium, the royal princes of Russia, the King of Italy, the Prince of Wales. These indeed are notable adjuncts recently made to cycling. And now comes the Queen of Portugal, of whom we read presenting a silk trophy flag to the winner of a race at Oporto. Cycling seems to be a comer and no mistake in Europe. We have not the honor of a personal acquaintance with Mrs. Portugal, but we wish to be understood as being on her side whichever way the wind blows. Here's to you, your royal highness. Whenever you want a quarter, or a half just call on us.

He Just Forgot.

Sir William Harcourt, who is the Lord High Chancellor or something over in England has not made a report to Parliament or somebody favoring the movement to put a tax on bicycles. Sir William does not give his reasons for taking this important step. He does not, as was expected, give a severe rap over the knuckles to the low-lived fellows and the ribald press that so strongly advocated this obnoxious measure. Indeed, Sir William does not say one word, good, bad, or otherwise, about cyclists or cyclists' taxes, and the chances are that one small thought about the matter never entered into his official head. Thus has much powder been wasted on both sides by firing into thin air.

Rubbing It In.

Minneapolis wheelmen are indulging in a merry laugh this week. One of their old-time foes has been caught and punished. The chief of police had ordered his minions that the sidewalk ordinance be strictly enforced, and the blue-coats took great pleasure in arresting any wheelman caught breaking the law. The other day Sergeant Martinson was detected riding a bicycle on a sidewalk, and was promptly suspended by the chief. 'Tis a poor rule that won't work both ways.

The Italian and The Bicycle.

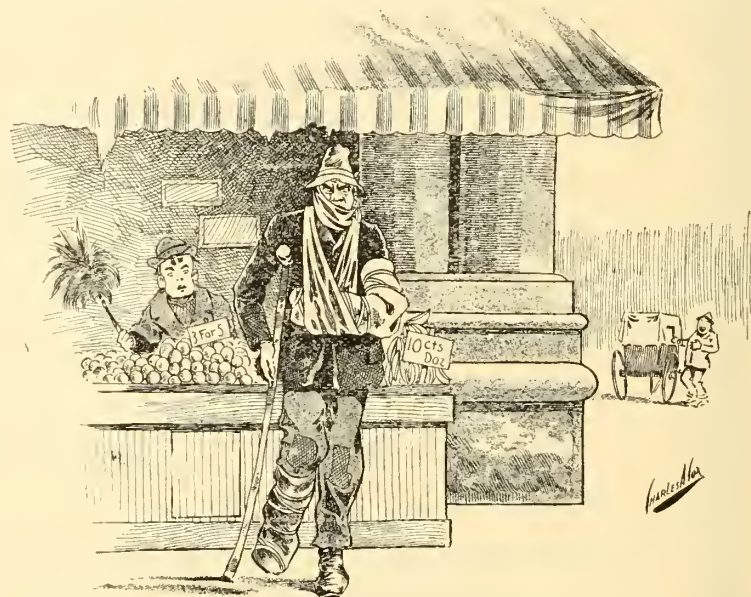
Vincenzo Gazzolo, who owns and edits a banana stand on the corner, appeared the other day with one arm in splints, a crutch under the other,

and his head bandaged up in surgeon's linen. In fact, Gazzolo was a sight, and when he was asked at what grade crossing he was struck, replied:

"These-a thing he come-a round-a like-a this: you-a know-a Angelo Cafferata, the-a bigga mon inna the first-a ward. Cafferata, he-a smarta mon. Has-a wanna bigga org; great-a bigga org; bigga the-a Siegel and-a Coop' store. He rolla him round-a the street-a; stoppa before-a the wind'. Playa the wanna, two-a, three-a toon. Playa After-a the-a Ball. Playa the-a Little Annie Roon; he play-a the Magga Murpha Home. Cafferata he-a smart-a mon. Getta the dime, getta the quart, getta the half-a dol. Cafferata, he say me wanna day, 'Gazzolo,' he-a say, 'why-a for not you ride-a the bike?' He say: 'Gazzolo, see-a me! Grind-a the org-on-a the week-a day. Rida the bike on-a the Sun. Have-a the planta sport.'

"Wall I taka the mun, I walka down whar theya sella the bike. The-a mon he saya me wanta the guda wheel. He sella mea the bike. He sella mea the big wheel lika the bolona saus. Bigga fat, likea that. He sella mea the lampa. He sella mea the tinna horn—maka the bigga noise—lika that. He sella mea the pumpa with wanna bigga piece of macaroni. He sella mea the cap, the stock, the coata—the whole damma store.

"Wal, Cafferata he come-a rounda, say, 'Gazzolo, jumpa up-a, ride-a up-a State-a street.' I trya thea wheel, I jumpa up, I rida up State-a street



Polichaman hea say, 'Look out for-a the-a cable!' Wanna mon-a with-a bigga team, he say, 'Damma dago, getta out!' I no-a see-a the cable. I no-a see-a the team. I getta wanna great *smash* like-a that. I lose-a the bike, I lose-a thea mun, I lose-a the cap, I lose-a the whole-a damma thing. Nex-a time-a I see-a Cafferata I pulla off his-a lip. Youa betta your life-a!"

And Gazzolo swore at his boy in Italian, and began to eat some spaghetti his wife had sent him in a dinner pail.

Johnson Defeats Taylor.

CHARLESTON, S. C., May 12.—The presence of Johnson, Taylor, and Hyslop at the races today drew out a good attendance. The racing, however, was tame, the only surprise being the ease in which Hyslop, the Canadian, disposed of Ray Dawson, the New Jersey boy, for whom much has been predicted. In the mile handicap Johnson beat out Taylor. Later, Tom Eck's protegee went for the track record of 2:18, and lowered it to 2:15¾. Results of the races were as follows:

Quarter-mile open, Class A.—Will Hyslop, Toronto, first; Ray Dawson, New Jersey, second; M. F. Wilson, Savannah, third. Time, :45.

Half-mile handicap.—George E. Adams, Jacksonville, 50 yards, first; Hyslop scratch, second; R. V. Connerat, Savannah, 30 yards, third. Time, 1:23¾.

One-mile, 2:30 class.—Ray Dawson, New Jersey, first; R. V. Connerat, Savannah second; S. L. Welch, Charleston, third. Time, 2:45.

One-mile handicap, Class B.—J. S. Johnson, Syracuse, first; George F. Taylor, Boston, second. Time, 2:45.

Two-mile handicap, Class A.—R. V. Connerat, Savannah, first; M. E. Wilson, Savannah, second; W. T. Mixon, Columbia, S. C., third; George E. Adams, Jacksonville, fourth. Time, 5:05.

Kick From Kansas.

EDITOR THE BEARINGS: What I have to say could well be called a small kick from a Kansas wheelman. For one I am strongly against any demonstration on the part of wheelmen in the "Coxey good roads movement." The L. A. W. is a powerful factor all over the country in road reform, and is looked upon as a body of respectable and influential men, and to have members of our organization make any move now, outside of the regular work, will only be to class them with Coxey's tramps in the minds of the great majority of people who are not yet won over to the cyclists' way of thinking. We are doing well; the good work is going slowly on, and the wheelmen are the acknowledged champions of the good roads movement. We want good roads, but we don't want any Coxeyism.

HUMBOLDT, KAN., May 8.

JESSE BARKER.

Climax, Rex, Cyclone

Are the Very Best Tires in the World.



....

Mr. Goldstein—Vot kind off a tire you ride?

Son Isadore—Mine fader, it is not a cheap tire, but the best, called "Clinax," and I got mine money's worth.

Mr. Goldstein—Vot, does it fit like the paper on the wall, and will it not leak air?

Son Isadore—No, if it did I would lose it all, and dot is not mine principal. The first day vot I was born, mine Motto was: "Lose nothings," therefore I bot dot "Climax" tire.

....

= CLIMAX, REX, CYCLONE are the Very Best Tires in the World. =

....

Pfizenboa—Vot [you] let that child cry for and waste dot air?

The Nurse—Say, ye pie-faced sausage-atin goggled-eyed ould hair mattress, can't ye see that it's yoursilf that frightens the poor child?

Pfizenboa—Naw, the wind dot gives der colic, if put in dot "Rex" Road Tire, vot all ride, would never be lost.

....



= CLIMAX, REX, CYCLONE are the Very Best Tires in the World. =

The Devil on a ramble, full of glee,
Sat on the end of his tail and punctured — See?

....

CLIMAX, REX, CYCLONE. They are not cheap in price and quality, but in service excel all others. For information and circular write

EASTERN RUBBER MFG. CO.,

Trenton, N. J., U. S.A.

DISTRIBUTING HOUSES:

207 Lake Street, Chicago.
Day Rubber Co., St. Louis, Mo.

90 Chambers Street, New York.
S. F. Hayward & Co., Pittsburg, Pa.
H. C. Lecato, Philadelphia, Pa.

Mention The Bearings.



THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MAY 18, 1894.

No. 11.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

WE ACCEPT THE APOLOGY.

It's terrible to be censured. For the first time since we have been publishing a paper we have had a kick registered, and by Chicago wheelmen at that! This is the hardest blow of all we have had to suffer in our brief existence. If we had been guilty we would not have protested, but to be charged with neglecting the Chicago road race, the grandest institution of its kind in the world, is rubbing it in, to use a slang phrase.

When the Associated Cycling Clubs of Chicago passed a vote of censure last week they included the FOWLER TRUTH. This naturally made us hot under the collar, for we have always been in favor of the race, and while we may not have spent a small fortune for pictures of the course, we have done all in our power to aid the race. Is it small wonder then that we donned our war paint, buckled on our snickersnee, and went to the meeting of the A. C. C. last Monday night with blood in our eye. We were not alone, for all of our esteemed contemporaries were present with the same object in view—to get a retraction. And we got it. Not only that, but we were also thanked for the good work we had done for the race. Could mortal man desire more? We are placated, and will now take off our coat and work with might and main for the great Decoration Day event.

We are glad to add that the race this year will be the largest ever held. No other race in the world ever had 418 entries. As our readers will remember the time prize was won last year on a Fowler, and by a comparative novice, but he couldn't help it, for he rode a Fowler.

COME OFF.

The bicycle concerns who, by reason of their having been in business longer than others, thereby claiming their goods so infinitely superior to others, should "come off." It's an undisputed fact that these self-same concerns are not "in it" when you come down to real progress in the art of cycle construction. It is true that if these self-"set up" inapproachable gods of cycle building had taken the proper cue as to advancement in scientific construction and material, they would not now be hustling so dead earnestly for orders.

We, the builders of the Fowler, resent these continued misrepresentations and say out loud in "meetin'," that if these S. S. U. I. gods of cycle building want to have the size of their heads decreased to that of a French pea, let them take before their expert superintendents of construction and material the Fowler wheel and tear it apart. Then put into practical use their pictured free-trade puff testing apparatus. They will drop off their imaginary lofty perch and fall with a dull thud that would resemble the fall of a canary bird struck with heart disease.

HARD TO CHANGE.

Did you ever notice how some riders change their mounts every year. They are never satisfied with their wheels, and are always seeking for something new. We are proud to state that such is not the case with Fowler riders. Once a man has owned and ridden a Fowler it is almost impossible to get him to change.

There is a fascination about a Fowler that you don't find in another wheel. The smooth running, the rigidity of the wheel, the dust-proof bearings, and other important details all go to make a wheel that is a pleasure to ride. We think that we can hear an echo from the rear, "As good as the Fowler."

WE'RE AFTER TIME PRIZE.

The reputation won by the Fowler last year as one of the fastest wheels ever built will be sustained this year. Last week we announced that we would give a Fowler to the man who rode a wheel of our make and won time in any of the three great road events of the year—the Chicago, the Irvington-Milburn, and the Denver. This offer has attracted a deal of attention. We did not make it to get riders, for the racing men ride the Fowler, because they know

that a faster wheel was never turned out by a bicycle maker. We do it because we think the boys deserve something for their hard work.

The Chicago road race is the most important, and consequently we are most desirous of getting time prize in this event. We are glad to state that at the present writing our chances are of the brightest. Two of the fastest men in the Windy City will ride Fowlers, and if either one of them does not scoop in the plum, it will be because of some accident and not because they do not possess the speed.

Watch out for the Fowler on Decoration Day.

BORN MAY 10, '94.

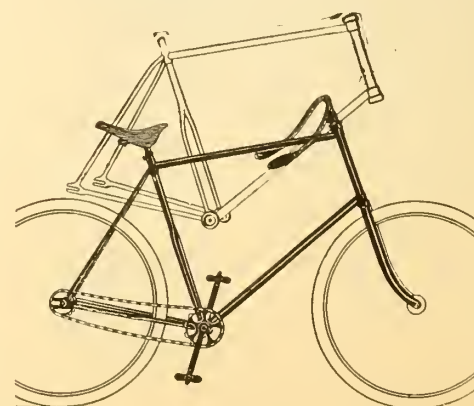
The Fowler Bantam, a new model road wheel in three different heights of frames (22, 23, and 24 inch), weight twenty-one and three-quarters to twenty-two and three-quarters pounds, according to equipment. A wheel we believe to be the strongest, stiffest in the world, at its weight; fast as lightning, and guaranteed for experienced riders. This wheel fitted with M. & W. S tires weighs twenty-two and three-quarter pounds, with New York No. 5 tires, twenty-two pounds, actual scale weight. These tires are guaranteed for road use. The list price \$143, with one extra set of twenty-ounce racing tires (reducing wheel to twenty and one-half pounds) \$150.

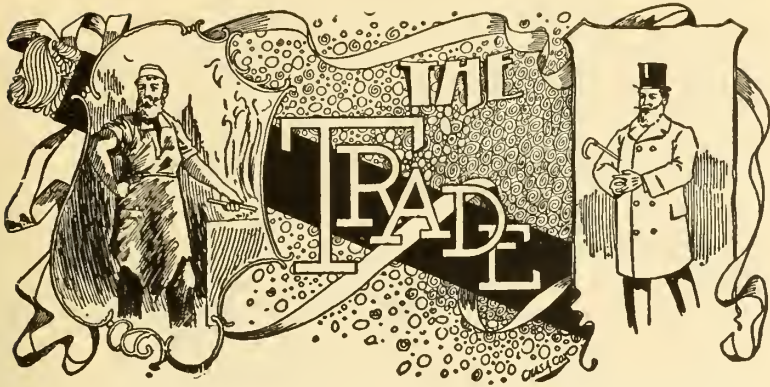
This is the King Bantam of them all. Write us for further particulars.

COMING.

Another new model Fowler that is a marvel. We're on the progressive train. That's too fast for others to ride in. We'll make 'em yell louder than ever shortly, "As good as the Fowler."

FAMILIAR FACES.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

BUSY AS BEES IN BUFFALO.

Large Number of Wheels Manufactured in the City of Bisons—A Place Where Bicycles Are Appreciated.

BUFFALO, N. Y., May 14.—If you stand on Main street where it intersects Genesee street, about 5 p. m., you will see a sight that will surely make the blood in your veins tingle. And should you be at all lax in cycling enthusiasm it will make you the craziest bicycle crank, within an hour, that you ever knew.

Non-riders have been known to stand at this and other corners along Main street, between the hours of 5 p. m. and 7 p. m., and then seek a wheel store to purchase a mount. Probably 2,000 and perhaps 3,000 riders pass up Main street, and half as many more in the opposite direction, all within an hour.

They are workmen, and it is a noticeable fact that nearly all the riders are in long pants. As a rule the great mass of riders in Buffalo do not use bicycle suits.

Another Noticeable Fact

is the great number of modern wheels in use. But few of the old style make their appearance. In most cities where there is as much asphalt as here, the proportion of old style solid-tired safeties is large. Not so here.

The cycle business of Buffalo is second to that of but very few other cities. The large concerns are all located along Main street, there being over a dozen stores along that thoroughfare.

At 189 Main street is the sporting goods store of Salem G. Le Valley, who has the Remington and Premier lines. This is away out of Cycle Row.

The Queen City Cycle Co.,

550 Main street, claim to be the pioneers in the Buffalo cycle business, inasmuch as Mr. Isham, of the company, is the oldest dealer in the city. In his time he has handled the Columbia for twelve years, Rambler for two, and Cleveland and Victor. At present the company have a factory above the store, and are turning out a beautiful wheel, weighing from nineteen to twenty-eight pounds. This is the Erie, and lists at \$135. The Seneca is manufactured for the firm, and sells at \$100, and ranges in weight from twenty-seven to thirty-three pounds. Special crucible spring steel and nothing but interior joints are used in the construction of these wheels. In addition the Waverley and Gendron lines are handled.

A little ways beyond the Queen City is

The Great Church of H. C. Martin & Co.,

the greatest salesroom for cycles ever seen. Here are over three hundred wheels on the floor, arranged neatly along the wall, with a corps of busy salesmen showing the wares. Forty wheels a day has been the average sales for some days. In the basement are stored thousands of wheels and this stock is drawn from steadily to keep the racks above always full. "Hustling" C. Martin is agent for an unparalleled line of wheels, including Columbia, Rambler, Syracuse, Buffalo, Falcon, Cleveland, Warwick, Envoy, and Fleetwing, not to overlook the Martin Special, made expressly for his trade. Many of these wheels are handled for a large territory and a corps of traveling men is always on the road. Mr. Martin is the father of a road race, a fine bouncing boy, which gives promise of outgrowing all its old clothes this year. A most magnificent prize list is being arranged, with a valuable piano at the head. All the line of wheels handled by Mr. Martin, except the Cleveland, will be included in the prize list. Mr. Martin's store is at 588 Main street.

Across the street is the store of

Gibson & Prentiss,

561 Main street, which concern is known as the Bison Cycle Co., with a factory at 500 Washington street. This concern manufactures the Bison and has a great local trade. The season's output will probably be five hundred wheels.

George F. Lutz & Son,

571 Main street, are manufacturers of a celebrated wood rim, of which they will manufacture over eight thousand pairs this season. The factory is at 165 Elm street. The Stearns, Phoenix, Central, Ben-Hur, and Crawford lines are handled. The Lutz Special is a wheel made for the company on

which there is a big sale. W. D. Banker is on the floor. Mr. Banker is manufacturing the Banker hammock support, for which there is a constantly increasing demand.

G. D. Hazard,

602 Main street, handles the Sterling, Raleigh, and Niagara. Mr. Hazard is a western man, coming from Oak Park, a Chicago suburb. He has traveled widely and enters the Buffalo trade to stay. It is his idea that the dealers of the city have been content to take second place to "Hustling" C. Martin too long. This he says he will not do. Mr. Hazard will hold a road race over the same course as the Martin, the Saturday preceding that event and reports excellent prospects of success.

Sweet & Johannet,

611 Main street, are agents for the Spalding line of sporting goods. They handle the Victor as a leader, the Spalding, Credenda, Lu-Mi-Num, and Queen City lines.

James Carroll, 614 Main street, conducts a fair-sized repair shop and manufactures the Earth, a high-grade wheel, the Chippewa and the Carroll Scorchers. Ten men are employed.

W. G. Schaack,

875 Main street, has been in the cycle business of the city ever since its infancy. He is the manufacturer of the Emblem and the Schaack, with the factory located under his store and in the adjoining building. A separate store, a few doors away, is used for the sale of second-hand wheels. The New Mail has been handled for eight years. The Yale, a wheel made at Gardenville, a suburb of Buffalo, the Smalley and the Munger, are also carried. The latter wheel he has just secured and he anticipates a great sale among the Buffalo scorchers.

J. F. Elsenhaus,

1428 Main street, manufactures the Mercury, and does a large repair business.

E. N. Bowen, 615 Main street, is manufacturing the bicycle stands, which bear his name.

Mr. Weed at the corner of Main and Swan streets handles the Majestic.

The factory of

The Buffalo Wheel Co.

is located at the corner of Main and Jewett streets. Here is made the celebrated Niagara wheel. The company are having a good run on the Century, a \$100 wheel, and has a large force running nights.

The Buffalo Cycle Works

are located at 72 Washington street. They are manufacturers of the original Buffalo. This is called the New Buffalo, a high-grade wheel, listing at \$150. Strauss & Rogers are the manufacturers.

The Buffalo Tricycle Co.,

640 Linwood avenue, are working night and day to keep pace with the orders for Envoys and Fleetwings. The season's output will be about four thousand wheels.

George N. Pierce & Co.,

8-22 Hanover street, are manufacturing a surprising number of the Queen City safeties for boys and youths. These are having a big run all over the country. The company manufacture refrigerators, and have an enormous plant, the bicycle department being in charge of Mr. May. The season's output will be over three thousand wheels.

The Clinton Cycle Works,

106 Broadway, is run by Penseyers & Haberer, who are busy all the time. Their wheel, the Globe, was successful on the track last season, and is in great demand this year. Foell and others will ride it this year. The factory is not a large one, but will put out 500 wheels of the Globe and Mascot varieties this season. Charles W. Dorntge has given up his idea of becoming alderman, and also all idea of racing and is now employed here.

Ebberts & Bancroft, 268 Ellicott street, conduct a general repair shop and turn out a wheel called the American Special.

W. C. Boak, 411 West Ferry, handles sundries alone, and in this line is doing a great business, so it is said.

Harris Bros.

manufacture the combination wrench, which bears their name, and which they have thus far found themselves totally unable to keep pace with the demand.

G. Hermann, 444 Conn street, does a repair business and handles the Globe. R. W. Conn & Co., 24 West Genesee street, do a general repair business and handle the Original Buffalo.

M. Strauss, 35 East Huron street, does a general repair business.

The Black Rock Cycle Works, on Auburn avenue, is another repair shop.

The East Side Cycle Co., 613 Broadway, are manufacturers of wheels in a small way as yet.

The Johnson Bicycle Mfg. Co., make a wheel called the Johnson.

The Spaulding Machine Screw Co.

and Niagara Cycle Fittings Co., the former at Kensington, and the latter at 198 Terrace street, are manufacturers and dealers in bicycle parts and sundries.

The cycle business of Buffalo is good. There is no alarm over price cutting, and larger first payments and shorter time is the rule. The cycle is

in practical use in business and for pleasure. Workingmen are buying wheels.

Buffalo Is Ripe for the Cycle Show of '95,
and will make a mighty effort to effect its capture.

Buffalo is full of small manufactories, a few of which have been mentioned, and the dealer who does not either manufacture himself, or have a wheel manufactured for him is a rarity. And the riders seem to prefer the local-made wheel, thus cutting into sales of prominent wheels like the Rambler, Cleveland, Columbia, and Victor.

Buffalo has a large number of fine clubs whose reputation is of national import. A local man can belong to only one of these clubs.

HOW PALMER TIRES ARE MADE.

The factory of the Goodrich Rubber Co., at Akron, Ohio, is being pushed to its utmost capacity to supply the demand for Palmer, Gormully & Jeffery, Lozier, Webb, Akron, Bartlett, Telegram, and other tires. Over one thousand two hundred men are employed on tires alone, and as many more on mechanical rubber goods. The factory is an immense place, covering many blocks of territory.

Palmer tires are made in two departments of the factory. One is surprised at the extreme neatness of these departments; one's parlor could not be neater. The men work in white shirts, and the ladies (over half the force are ladies) are dressed as neatly as clerks in a dry-goods house. This neatness is accounted for by the fact that workers on Palmer tires have nothing but the purest para rubber to work in. There is a

Noticeable Absence of the Foreign Materials

in the Palmer. The care taken in the making of the tire attracts the notice of the visitor immediately on entering the factory. The making of the fabric, which is so distinct a feature of the tire is first shown. The threads are wound on immense spools and fed between two big rollers through a large comb. The rubber runs between these rollers in wide, hot sheets, into which the threads are crushed, and the fabric is rolled out on the opposite side between rolls of cloth.

From here the fabric goes to girls, who cut it into strips about six inches wide. Meanwhile, others are preparing the long, straight mandril, for the building up of the tire, by placing on it the first layer, a thin sheet of rubber. On this one layer of fabric is rolled slanting-wise and then crosswise, on this is rolled another layer of the fabric. This operation is done by men.

The Thickened Tread Is Then Put On

and the tire goes to girls, who slip it from the mandril and fasten the ends together as only women can. The task of fastening the fabric is a most delicate one, as these joints have to be as strong as any part of the tire and must not show, when vulcanized, the slightest bulge.

From the women the completed tire goes to the vulcanizing room and is fastened, tread down, on a circular ring. The tread is thus vulcanized in the reverse way to which it would be on the usual round mandril. The new metal valve is then attached and the tire is ready for market.

Every worker on the tire is required to leave a mark in order that he may be held responsible and pay for an imperfect tire. An experienced worker can only do twenty Palmer tires in a day.

Trade Changes.

ST. LOUIS, MO.—The Humes Hardware Co., hardware and bicycles; incorporated with a capital stock of \$25,000.

HUTCHINSON, KAN.—The Vanzandt Implement and Hardware Co., incorporated by J. R. Vanzandt and others; capital stock, \$25,000. Will handle bicycles.

WASHINGTON, D. C.—Woodward & Lothrop Department Store, opened bicycle department.

NEW YORK, N. Y.—The Colonade Rubber Co., has been incorporated by David H. Smith and others; capital stock, \$25,000.

DENVER, COLO.—The Deitz Cycle Lock Co., has been incorporated by Henry Deitz, J. H. Kimball and others; capital stock, \$50,000.

WASHINGTON, D. C.—The Bicycle Accident Insurance Co., of Washington, has been incorporated. The company will insure bicycles against accidents, and do a general repairing business. The capital stock is fixed at \$25,000. The officers and incorporators are: Richard J. Mauss, president; J. R. Kemps, vice-president; F. Frank Greenwood, secretary; W. Millikin, treasurer, and P. Donan.

DETROIT, MICH.—Hodsen & Howard Co., hardware, bicycles, etc.; incorporated; capital stock, \$36,000.

PITTSBURG, Pa.—The Pittsburg Tire Protector Co., has been incorporated by Robert Hoffman, James Laird, and others; capital stock, \$100,000.

MILWAUKEE, WIS.—The Hansen-Huenekens Cycle Co., has been incorporated.

CHESTER PA.—T. L. Ordish & Co., bicycles; succeeded by H. G. Dantman.

COLUMBUS, OHIO.—R. W. Evans, bicycles; reported to have made an assignment.

OAKLAND, CAL.—Copner & Williams, hardware and bicycles; succeeded by McDonald & Williams.

FULLERTON, NEB.—J. E. Kriedler, hardware and bicycles, partnership dissolved.

GREENLEAF, KAN.—T. W. Young, hardware and bicycles; reported to have sold out.

GLOSTER, OHIO.—The Gloucester Hardware Co., incorporated; capital stock, \$10,000, will probable handle bicycles.

MIDDLEBURY, VT.—Allen Calhoun, hardware, bicycles, etc.; sold half interest in business to John H. Stewart.

WINONA, MINN.—C. C. Clement Hardware Co., hardware and bicycles; succeeded by the Winona Hardware Co.

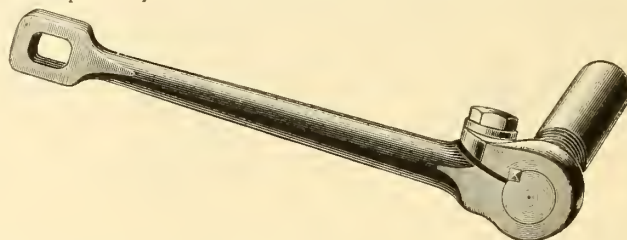
LOS ANGELES, CAL.—Baker and Hamilt n, of San Francisco, hardware, bicycles, etc.; opening new store under management of Wm. H. White.

A New Nipple Washer.

The Sterling Cycle Works have patented a new nipple washer. It is said to be an exceptional good thing and will add a great deal of life to a wood rim. In drilling a wood rim it has been necessary to counter-bore it so deep as to allow the nipple head to come even with the surface of the rim that it weakened the rim, and when there has been a severe shock the lower part of the rim would pull away, this, of course, being caused by all the strain coming on only part of the rim. The Sterling washer allows the nipple head to come even with the surface of the rim, and at the same time holds it itself, and the upper flange holds the top surface to the rim. This brings the strain on the entire thickness of the wood, and allows the tire to lay flat in the rim also.

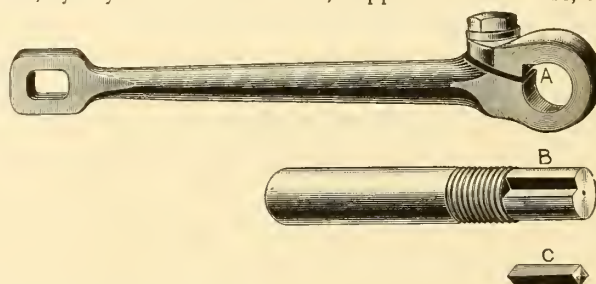
Smith's New Crank Fastening.

W. C. Smith, president of the Meteor Cycle Co., of Battle Creek, Mich., has invented a new crank fastening, for which much is claimed. The cut of the crank assembled on the axle fully explains itself without any further comments, but in order to further illustrate the utility of this invention we give a detailed cut of the crank taken apart from the axle. The diamond or square-shaped key "C" is first laid into the recess on axle before the



crank is placed on same. This is necessary because the inner end of recess on axle is sunk deeper than the outer end and one part of the key "C" is made larger to conform to this recess. It is so constructed that when the key is put in place the line of "C" projecting or standing above axle is exactly parallel with same. The crank now can be slipped over the axle and key and when on, clamped with bolt.

It is obvious from the above description and explanation that should the crank, by any unforeseen accident, happen to come loose, the key "C"



can not slide out from between the crank and axle, the crank having to be displaced entirely before the key "C" can get out of position. Mr. Smith claims this to be the finest crank fastening device on the market at the present moment. It is the most simple for the repair shop.

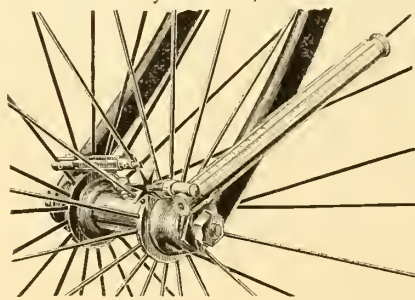
The cut of the assembled crank on axle explains itself so fully that it is unnecessary for one to ask as to how the device is worked, or to dissect it to explain matters. This crank fastening has been fully tested and found to possess all the merits claimed for it.

Syracuse Company's New Works.

Within a short time the Syracuse Cycle Co. are to remove their works from the foot of West Adams street, Syracuse, to the tenth ward, and about double their capacity, on account of increased facilities. They have just signed a lease for a period of ten years for the building in West Fayette street, just west of West Genesee street, formerly occupied by the Butler Mfg. Co. The building is 80 x 100 feet in area on the ground, and there is a smaller building also that will be occupied by the company. The works will doubtless be in operation in the new location by August 1. It is expected that they will then give employment to more than four hundred men in the works.

A New Cyclometer.

The Hall cyclometer, manufactured by the Hall Mfg. Co., Wallingford,



Conn., is one of the best and most simple instruments of the kind ever brought to our notice. The cut printed herewith gives a good idea of its appearance. It is light, neat, effective, and cheap. While it is so very simple, that once adjusted to your wheel it is sure to work accurately. It is fitted to either a twenty-eight inch or thirty-inch wheel. There are very few parts to get out of repair and no

glass to break, the face being of mica and dust proof. It runs up to 100 miles, and then, by a very simple arrangement, can be turned back to the starting point. For prices see the advertisement of the Hall company in another part of the paper.

The '94 Outputs.

Said a well-known manufacturer of bicycle parts: "The manufacturers of this country invariably overestimate their probable output, but even then, if the estimates of the manufacturers of, say, bicycle balls and again, those of tires, were combined in either case and in more I might mention, the buying manufacturers would still have to enlarge their output very considerably."

The Columbus Bicycle Co., of Columbus, Ohio, are in need of two good assemblers.

ENGLISH TRADE NOTES.

LONDON, May 5.—The unfortunate death of Enoch Lawton, who was killed while training at Liverpool, owing to the front forks of his machine breaking, is creating quite a scare respecting light cycles. I am glad to say that Mr. C. V. Pugh, of the Whitworth Cycle Co., has taken the matter up in the *Birmingham Post*, and has pointed out that the machine ridden by Lawton was by no means a featherweight, seeing that it was a path racer and scaled twenty-five pounds. Mr. Pugh points out that the racer used by Meintjes weighed but nineteen and a-half pounds, and the rider was approximately the same weight as Lawton. The whole thing comes to this: That a small maker can not build such a light cycle as a large firm. The construction of very light cycles is a fine art, and they can only be satisfactorily built by firms possessing the finest machinery, and willing to pay for the best skilled labor. I hope that Mr. Pugh's able remarks will avert a panic. There is no reason, because one machine which was constructed by a very small maker has broken, that cyclists should sell their light roadsters weighing over thirty pounds, as several men have been trying to do.

Not content with the ordinary horn or cork handles, one or two people are trying new substances. One gentleman has applied for a patent for the making of

Cycle Handles of Blotting Paper.

and yet another is experimenting with corn-cobs. Anything does so long as it is novel!

The Starley Pneumatic Saddle Co. has issued its prospectus, which states that it is formed for the purchase of the saddle patents belonging to A. V. Spratley, together with the extensive business owned by that gentleman. The other patents to be purchased by the company are those of Messrs. Starley and Goodman, and it is claimed that the former is the master patent of the lot. As a matter of fact, many patents for pneumatic saddles were taken out prior to Starley's, but that will not prevent the company floating. The only hope I have lies in the fact that the public is beginning to be a little cautious about cycle companies.

During the month of March the export trade in cycles and cycle parts amounted to no less than £142,184, which is greatly in excess of the trade for the corresponding month of the previous two years, as will be seen by the following figures: March, 1893, £127,244; March, 1892, £94,810. If the prices have not been cut too much this state of things should be reassuring to the trade.

Some Very Glaring Cases of Unfair Discounts

have lately come to light, however, and go to show that the system is undermining the trade to a really most alarming extent. A Mr. Illingworth, of Bradford, is one of the principal offenders, though I, in common with a great many people in influential positions in the trade to whom I have spoken upon the subject, consider that the firm which allows an agent to quote such terms, is even more to blame than the man himself. Mr. Illingworth has issued a circular to members of the C. T. C., offering from 37½ per cent to 45 per cent off the list prices of five houses here, three of the makes being very well known. One of the patterns offered is none other than the New Rapid, and I must say it comes as a surprise to me that a firm of the position of the St. George's Engineering Co. should for a moment tolerate such methods of trading on the part of one of their agents. Another agent, this time a C. T. C. consul, who resides at Lincoln, has also thought fit to circularize the club, and has actually offered as much as 50 per cent off the Quinton Scorchers cycles. Further on a remonstrance being made to the firm by some other cycle agents, the Quinton Cycle Co. has refused to take any notice of Mr. Chambers (the offending agent), and his pushing ways. I think that, having in view the action taken by the C. T. C. at the general meeting, it would be very desirable if cycle agents, who simply use the club as a business medium, were not further advertised by being appointed consuls.

Mr. A. J. Boulton, the well-known patent agent, has an excellent letter on the patent laws in the April issue of the *Cycle Trade Journal*, in which he makes many sensible remarks upon the present methods of the patent office. He is of opinion that a system of examination should be introduced, by which the novelty or otherwise of an application would be ascertained by the patent office, notice being given to the applicant of any conflicting patent or patents, so that he would have the power of restricting his claims so as to avoid anticipations. Mr. Boulton is, however, of opinion that no plenary power should be given to the examiner of rejecting a patent, whether the applicant thought fit to accept the amendment or not. Mr. Boulton further thinks that the days of the provisional specification are almost over, having in view the enormous increase in the number of patents taken out of late years.

By the way, the St. George's Engineering Co. has lately been turned into a limited concern, with a capital of £40,000 in £1 shares. Can this have anything to do with the price cutting to which I have referred above? C. A. Palmer, who has hitherto managed the business, is, I think, too far-

seeing a man to fall into the grave error which now besets so many of the trade. The first directors are, G. H. C. Hughes, W. J. Fieldhouse, and L. Tye. The qualification is £1,000.

A Very Interesting Lecture Upon Cycle Construction.

past and present, was delivered last week in Birmingham by Mr. C. R. Garrard, M. I. M. E. Many of the trade were present, and Mr. Garrard's remarks were most carefully listened to. He treated largely on pneumatic tires, and then gave an excellent description of the jointless rim, comparing it with the first hollow rim made in 1876 by Truffault. Mr. Garrard further commented upon the possibilities of the pneumatic tire for ordinary street and carriage traffic, and predicted that in 1900 we should have solved the problem of noiseless traffic in our streets, by means of electrically propelled pneumatic tired vehicles. I fear, however, that, until our Board of Trade is very much altered, such a happy state of things can not come to pass. We must do away with that "four miles an hour, and a man with a red flag business," which at present bars the way to progress over here.

I have just received the prospectus of another new company, namely the Overstone Cycle, Rim, and Tire Co., Ltd. The capital required is £22,000, which is cheap, as cycle companies go. The scheme is to take over the business of Messrs. Loyd, Read & Co., of Coventry, which firm has manufactured the Overstone cycles. The new company is also to acquire the rights of manufacturing a certain rim and tire under a patent known as Fenwick's. I can not make out if the tire is a pneumatic, but I conclude it must be, or surely it would not be worth anything, even in a company prospectus.

The Double Hollow Rim Co., Ltd., was registered on April 21, with a capital of £5,000, in £1 shares. Its object is to adopt an agreement with Trigwell & Co., Ltd., and to manufacture and deal in pneumatic tires, rims, and fittings. It is only a small concern, but really the number of companies which have lately been started is truly appalling. A great deal of money must have been lost by some people.

WILL O' THE WISP.

ERIE TRADE.

ERIE, PA., May 14.—This city has a growing cycle business. At present there are few handsome cycle stores. Koster & Co. are the largest dealers, and the Black Mfg. Co. the only manufacturers. The latter concern manufacture the Tribune and the Vigilant, two wheels that have taken a front position with American dealers, all within a year. The factory has a full force going night and day to keep up with the orders that are pouring in. Almost without exception, dealers handling Tribunes are making them leaders, because they have to do so. Public demand is the reason. The machine is standing up well.

Koster & Co.

are the largest dealers. Theirs is a general line, but the wheel business occupies a prominent place in the store. The Tribune, Vigilant, Raleigh, Imperial, Premier, Martin Special, and Falcon lines are handled. Their store is at 1618 Peach.

The Erie Rubber Works,

Twelfth street and East avenue, make the Keystone tire, a string-fastened tire, of the clincher pattern, that is taking everywhere for a cheap clincher tire that is durable. Frank Fairburn, 620 State street, the old veteran, takes but little interest in his cycle business now, spending his time pushing the Keystone tire around the country. His partner has charge of the business. The Columbia, Stearns, Tribune, and Vigilant are handled.

F. M. Slocum, 7 South Park (the Erie Cycle Works), makes wheels to order, and does repairing.

Jacob Roth, 12 West Ninth street, handles wheels in a tailor shop. His line includes the Union, Keating, and Western Wheel Works.

Semmons Bros., 7 West Twelfth street, are repair men, and handle sundries.

Trask, Prescott & Richardson, Ninth and State streets, sell cheap wheels. Theirs is a dry-goods store.

Erie is at present interested in the Koster & Co. road race for Decoration Day, in which, it is thought, there will be seventy-five entries.

Bicycle Messenger Boys.

In two out of three cities of Ohio and neighboring states, companies have been formed for the purpose of letter and parcel delivery. In all cases they have been successful. The charges range from 10 to 20 cents, according to distance, and a telephone is always kept busy in booking orders. Neatly attired boys ride the wheels, which are the latest pattern, and in some cases are enameled in bright colors. Packages are carried in netting holders attached to the head of the machine. The boys enjoy the work, and as the cycle delivery is a matter only of minutes and not hours, as with a horse, the former is running the dime package delivery companies of old out of the business. Not a small part of the work is the delivery of important messages.

MORGAN & WRIGHT TIRES

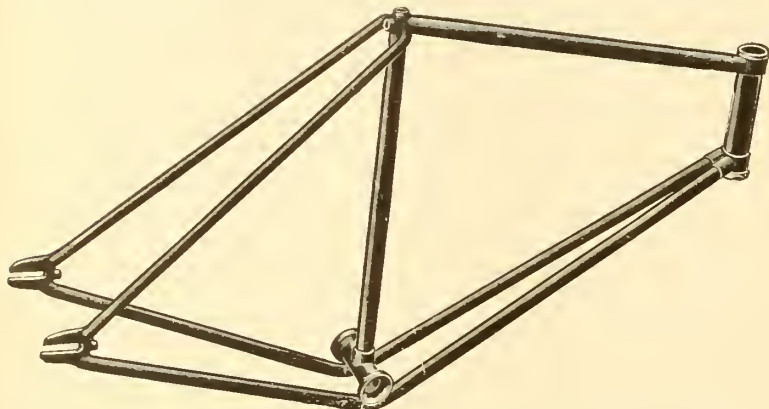
ARE GOOD TIRES

OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.

MORGAN & WRIGHT
CHICAGO

The "Kenwood" Frame.

The claim of priority of an invention involving principles of construction, as shown in the accompanying cut, technically known as the "double lower truss-tube frame," has been in dispute some three years. The Kenwood Mfg. Co., of Chicago, applied for patents on this frame in 1891, and the estimate placed upon this style of construction is best shown by the fact



that their claim has been contested stubbornly during this long period. By the decision just granted the Kenwood company have become the absolute and sole owners of this improvement, having received from the patent office letters numbered 518,591, dated April 24, 1894. The company announce their intention of continuing to make the Kenwood bicycle conspicuous by this desirable type of frame, protecting it for their own exclusive use.

Dunlop Company After Infringers.

The Dunlop people are pushing infringers of their patents, both here and abroad, with energy and determination. A few days since they obtained permanent injunctions, with judgment for costs, against three English makers of tires which infringed the Dunlop patents. The Dunlop people claim that their patents are broad enough to cover all practical forms of wired tires.

An Englishman Explains.

In the course of a lengthy letter to *Wheeling*, in which an English manufacturer explains why wood rims are not used in that country he says:

As regards rim makers not giving attention to the subject, I think you may rest assured that the English hollow-rim makers are not bigger fools than the manufacturers of other goods, and while they get to know most of what there is to know on a matter so nearly affecting their own business, they have sufficient sense to keep out of a trade for which there is at present no demand in England, and of which most of the evidence to hand shows to be one requiring the most careful handling.

The cost of the wood rims puts it out of the range of the maker of solid steel rims only, as it is even dearer—a good deal dearer—than the hollow steel rim. It is therefore not a question of price, but of getting or making the best rim possible. The present objections to it taught by experience are:

1. It is an American notion so far as its latest development is concerned. The British cycle maker very justly declines to be guided by his younger and much rasher brother in trade. The elliptical sprocket, and other similar booms have risen, scintillated with the greatest brilliancy imaginable, and then gone out with a bad stink behind them.

2. There is no reliable data in favor of the wood rim, while there is much against it. The fact that sundry subsidized speed merchants used it in the States last year says nothing, for outside the fact the subsidized rider can have his machine put right, strung up, or repaired as often as he likes, free. The question of climate has so much to say to the use of the wood rims that if the highest praise were justified in one place, it does not affect the question of their suitability for another.

3. The best American makers are careful to say little or nothing in favor of the wood rims, and although within the last few weeks only the cream of the U. S. have listed the wood rims, this seems to be the extent of their recommendation. On the other hand, one or two have plainly stated that they have no confidence in them, and will only fit them at the owner's risk. In October last year, the *Wheel* of New York says: "There has been some talk, anent wooden rims, but even these are of doubtful utility, except where everything is sacrificed in order to reduce the weight."

English hollow rim makers have done that themselves once, and are not likely to go there again. Later, Mr. L. H. Johnson, a real practical, hard-headed, old-time rider, who is well known to many English makers, goes exhaustively into the reason why he, as president of the American Premier Co., will not fit wood rims, except at customers' risk. He even states in the *Wheel* that he can not find the maker of wood rims who will guarantee them to him, so it is hardly likely, that he will fit them to machines which he wishes to warrant in their entirety. At present I have not seen one wooden rim, single piece, or composite which has the tenth part of the strength sideways (*i. e.*, against buckling strains) of any good hollow rim.

J. H. BALL, Nottingham Machinists' Co.

It is as sure as fate that wood will be superseded by aluminium for rim-making purposes. At present the Eagle Bicycle Mfg. Co. are using them with great success.

SPRINTS.

F. Ed Spooner, manager of Sid Black, the great safety trick rider, is rapidly placing his man for the season. Black is a star.

One is surprised in a trip through the country by the great popularity of the Tribune wheel, the product of the Black Mfg. Co., of Erie, Pa. Every where this wheel is seen it is being made the leader by the agent.

The seventh annual tournament of the South End Wheelmen of Philadelphia will be held June 23. This club has in past years enjoyed the reputation of giving the best tournaments of any of the Quaker city clubs.

The Diamond Rubber Co. will shortly start a rubber factory at Akron, Ohio, directly opposite the factory of the Goodrich Rubber Co., and will make a tire that is said to be a combination of the old-time Dorr tire and the Palmer.

The Schulenberg Cycle Co., of Detroit, has been under considerable expense in having made an absolutely correct road map of Detroit and the fifty miles surrounding. These maps are presented to every purchaser, no matter if the purchase be only a sundry.

The Peerless Mfg. Co., of Cleveland, makers of the Triangle, have a team of colts this season that will make a ripple in the sea of racing. E. C. Johnson, C. G. Merrills, R. D. Goetz and G. D. Comstock are the men and Pat Hussey will be the trainer. These men will follow the racing circuit.

R. W. Huss, formerly of Chicago, patentee of the thread tire now controlled in this country by H. A. Lozier & Co., has seven new patents which he will shortly bring out. Mr. Huss will return to Germany in July to close up a number of deals there and in France, England, and Austria, for the manufacture of his tire.

While the Western Wheel Works' eastern branch has always enjoyed a large export trade, their business in that direction this year is much heavier than usual, as the popular prices of their wheels have created a stronger demand. There is not a country in the world that they are not now shipping Crescents to.

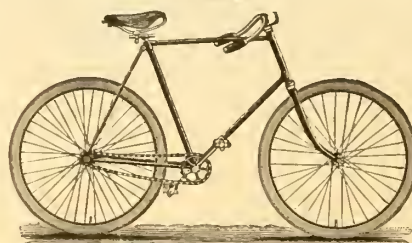
The Stearns has captured the hearts of a number of the young riders of Cincinnati, who have formed the "Yellow-Fellow" racing team. Teddy Alsop who, in 1890, rode 9,800 miles, and in '91 broke his arm in a fall over Tyler in a race, is the captain of the team and also captain of the Crescent Wheelmen. Frank S. Davis and George Reigger are the other members of the team.

A German paper says: On April 15, at Hamburg, August Lehr started for the first time on his new Raleigh, and broke the record for 400 meters (440 yards), doing the distance in :29¹/₂, beating the record by :12²/₅. He also won the scratch race by thirty-three yards from eleven competitors. As a curiosity, we may add that on this occasion the heaviest racing man in Germany won his race on the lightest racing machine, this being the well-known Hamburger, Mr. Praesent, who weighs 221 pounds, and used upon this occasion a Raleigh racer weighing only twenty pounds.

Transportation to Denver.

A general impression seems to prevail among wheelmen that the L. A. W. meet at Denver will not be attended by many eastern members, owing to the great expense of railroad fare and the long distance to be traveled. This feature of the expense is not in accordance with the facts. Denver is a distance, but a jolly party traveling in sleeping and dining cars, attached to a through train over the Fitchburg, West Shore, Nickel Plate, and Rock Island Route, would find it many hours nearer, and at a rate much below what one would spend on a week's outing. The cars will be chartered exclusively for wheelmen, and the rate will include berth and meals both ways. The attendance of a large eastern delegation is assured, inasmuch as this cheap, but still first-class excursion, will make it possible for all to get out to this very exhilarating and beautiful country.

IT'S THE Prices and Quality THAT SELL OUR GOODS.



'94 Western Wheel Works' CRESCENTS are everything claimed for them, and are having a remarkable sale in our territory, viz: Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.

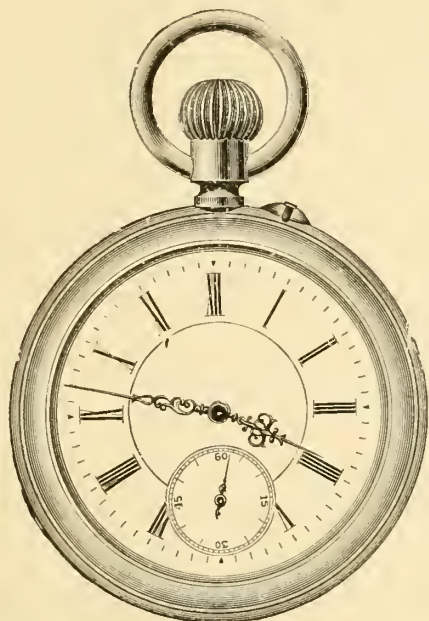
Our own make of SYLPHS and OVERLANDS in highest and medium grade, speak for themselves.

The SYLPH line being pronounced handsomest of the season, including one model that received highest award at the World's Fair, while the OVERLAND has gained a reputation for being a staunch, reliable, and trustworthy cycle, equal to many styled highest grade and selling at a higher price

CATALOGUE FREE.

AGENTS WANTED.

ROUSE, HAZARD & CO., 142 G Street, PEORIA, ILLINOIS.
Mention The Bearings



WATCH

for

The Triangle

on the

ROAD and TRACK
during the coming season.

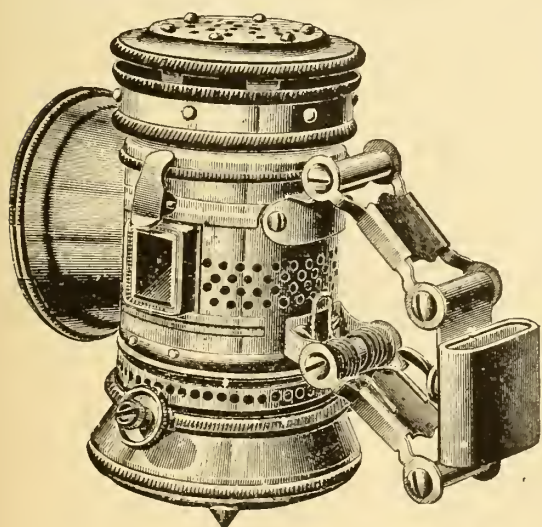
It will keep you busy.

Also write us for Catalogue.

THE PEERLESS MFG. CO., Cleveland, O.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR
HDW. CO., 535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania, and New Jersey.

MENTION THE BEARINGS

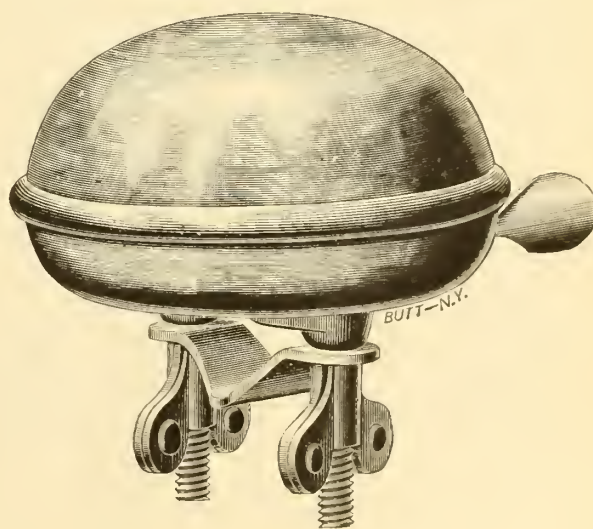


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BRASS CO.,

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19 Murray Street,
NEW YORK.



...THE...

"SEACRH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction...

The only FIRST-CLASS Bicycle Lamp.

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



MENTION THE BEARINGS.

Price, \$3.50 each

...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

MORGAN & WRIGHT'S MEDAL.



Morgan & Wright, the tire manufacturers, have always taken a great interest in road riding, and have done all in their power to make it popular. For the past two years they have awarded a number of prizes for road riding, and will do the same this year. They are at present aiding the Century Road Club of America to promote interest in this branch of the sport, and with this end in view, have donated what is generally acknowledged to be the handsomest medal ever put up for a prize in a bicycle contest. It is the actual size of the accompanying cut, and will be awarded to the C. R. C. member who makes the greatest mileage in 1894. The medal weighs forty-three pennyweight, and the metal in the medal is fourteen carats fine. In the center is "C 100" in twenty carat gold. There is nothing gaudy about the medal, the workmanship being of the finest, and the design neat. This is one of M. & W.'s characteristics; they never attempted to get up anything loud. While they do not give out the value of the medal, it must have cost the price of a good many tires.

The Lincoln Ladies' Century.

The Lincoln Cycling Club, of Chicago, held a ladies' century run last Sunday over the Waukegan-Libertyville road. The ladies in the party were Mrs. C. M. Fairchild, Mrs. A. R. Kelley, and Miss Harriette F. Esler, accompanied by J. F. Gunther, H. C. Wilson and A. P. Peck. The ladies rode very creditably, all finishing within thirteen hours. They report fair roads for the entire course.

STILL FOLLOWING THE COACH.

PHILADELPHIA, PA., May 14.—A party of ten wheelmen from various clubs in New York and Philadelphia made the run between the two cities on Saturday, following the "Alert" on the last coach ride of the Philadelphia Coaching Club. The New York clubs represented were the Metropolitan Wheelmen and Staten Island Cyclers, while the Philadelphians were from the Time, Quaker City, Pennsylvania and East End. The coach left the Hotel Waldorf at 7:50 sharp and the cyclers immediately swung into line and began their long ride of 110 miles. A prize valued at \$10 was offered by the party on the coach for the first man reaching Princeton, while they were crossing the ferry over North River. On their arrival in Jersey City the riders immediately started to sprint, and along the road several accidents occurred from fast riding. One of the rider's wheels broke at the front fork and at another point along the road a carriage collided with two of the wheelmen, one of them E. A. Carleton, of the Staten Island Bicycle Club, had his shoulder-blade broken. His chum was seriously injured and remained at the place of the accident, which was New Brunswick.

Seeding was the first man to reach Princeton, arriving twelve minutes ahead of the coach, and winning the prize. At Trenton he was met by two of the members of his club, who paced him to the Stratford Hotel, this city, which he reached at 7:40 o'clock, thirty-five minutes ahead of the coach. The second man to reach the city was George Singer, of the Rambler Wheelmen of New York, his time being five minutes later, arriving at 7:45. The third man to arrive was E. S. Langley, of the East End Club, of this city. He rode over to New York on Friday, following the coach, returning yesterday, equaling M. J. Bailey's great ride of 220 miles in two days. On Thursday he started with his brother to ride over the route with the coach "Vivid," but when he reached Plainfield his brother gave out, after which incident they both returned to the city. The coach "Alert" reached the Stratford at 8:15, followed by the following wheelmen: Captain Heffner, L. Rouschkolb, Charles Wood, Jack Dusenberry, of the Metropolitan Wheelmen, and Weise Hammer, of the Pennsylvania Bicycle Club, of this city.

A large-sized crowd, numbering over a thousand, assembled at the Stratford Hotel to watch the arrival of the coach and wheelmen, and all the way down Broad street the sidewalks were lined with interesting spectators.

The coaching season is now over, the last trip having been made on Saturday. This fact, however, will not deter the cyclers from making the run between this city and New York, and many more rides of a like character may be looked for.

The Inter-State Relay Race,

which will take place on Saturday, June 2, promises to be a big success. The committees from the states of New Jersey, New York, and Philadelphia

have already started to lay out the route, and arrange the other details of the run. The race has aroused the interest of all the wheelmen in this section of the country, and as each state will have a representative team of six men a great finish is expected.

Pennsylvania will send a strong team, who will endeavor to secure the handsome prizes which will be awarded to the winners. In addition to this the Keystone state riders will try to lower the record for the 150-mile relay race, and if everything turns out as is anticipated, it is quite likely that they will succeed.

Messrs. Allen and Dimon, the Philadelphia committee, who are to select the team, have received many entries, and as the list will not close for a week yet, there is no amount of speculating as to who will be selected. Charles Measure and C. L. Lagan, of the Century Wheelmen; F. N. Dampman, of the Quaker City Wheelmen, and Frank B. Marriott, of the South End Wheelmen, are mentioned as probable starters, and there is no doubt in the minds of many but what they will be appointed.

The Latest News From California.

SAN FRANCISCO, CAL., May 5.—Today was Olympic club day at the Midwinter Fair, and without a doubt was the finest field day ever held on this coast.

Every branch of outdoor athletic sport was indulged in, and the most fastidious sportsman could make no complaint. Everything on the long programme was carried out and executed in the most approved style.

The wheelmen turned out in force, and to their credit and to the credit of the sport, it must be said that the cycling events drew forth the most enthusiasm. Otto Zeigler, "the San Jose demon," was the star of the day in the cycling events, winning every race in which he participated.

The first bicycle race on the programme was a half-mile handicap, for Olympic Club Wheelmen only. The race was won by William Haley, from 40 yards, in 1:08; Archie Reid a close second. The one-mile scratch was a pretty race from the start, and was won by Ziegler in 2:38½; W. A. Terrill, Bay City Wheelmen, second. The one-mile handicap, for Olympic men only, was won by Archie Reid, 80 yards; Frank Fuller, second. Time, 2:26½.

The two-mile handicap was the best race of the day. In the second heat Otto Zeigler, scratch, tied the coast record, his time being 5:01. The final of the two-mile handicap was won by C. S. Wells, of the Bay City Wheelmen, in 5:01½, from the 100 yards' mark.

Zeigler did not ride in the final of the two-mile handicap, being exhausted from previous efforts.

The local cracks are all training for coming events, there being races almost every week for the next two months.

The Rambler team is training at Stockton. Several local cracks have joined them, and are learning a great deal on training from Manager Atkins.

This year will see many new riders on California tracks. William Haley, of the Olympic club, is a promising man, as is also Thomas Hall, of the Bay Citys. Both are members of the Rambler team. Manager Atkins thinks he has a pair of world beaters in Otto Zeigler and W. A. Terrill, who are showing up wonderfully well under his supervision.

T. Alfred Griffith, who broke the world's ten-mile road record a few weeks ago, has severed his relations with the Rambler team, and is now a salesman for Stoddard & Lee, the local agents for the Cleveland.

The track at the Midwinter Fair is improving daily, but the strong breeze that blows in from the ocean makes record time almost impossible.

Oakland wheelmen are trying to organize a cycle corps in connection with the National Guard, on the same plan as the corps organized in this city some months ago. O. E. Pickard, of the Acme Bicycle Club, of Oakland, is credited with reducing the 100-mile coast record from 7:29:00 to 6:37:30.

Several prominent business houses of this city propose to do away with the old-fashioned horse and buggy in their business, and will mount their drummers and collectors on the more modern and cheaper bicycle.

Pennsylvania's Meet.

The Pennsylvania division race meet for 1894 will be held at Wilkes Barre on July 2 and 3, under the management of the West End Wheelmen. Elaborate arrangements are being made for the entertainment of visiting wheelmen. Two thousand dollars in prizes will be offered for the races on July 3.

The Scranton Bicycle Club will hold its annual race meeting on July 4. The distance between these two cities is only eighteen miles.

Another Wheelman Killed.

Charles Whittle, a former Chicago Cycling Club member, was instantly killed May 10 by a North-Western train. He was riding on the tracks near Wheaton, and failed to see an approaching train. Mr. Whittle was a son of Major Whittle, the evangelist, and leaves a widow and two children. He was twenty-five years old.

The Ariel Cycle Co. shipped from their Chicago store this week one of their twenty-five pound light roadsters to Yokohama, Japan. The purchaser, Mr. Earl Deakin, will make a tour of both Japan and China this summer. This company has shipped a great many wheels to Japan, having an agency in Tokio.

E. C. Bode left Chicago for the east last Wednesday night. He will visit all Sterling agents.

THE BEARINGS
Cycling Authority America

TRIBUNE BICYCLES

Are Built

To Ride

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THE

Cycloidal Sprocket

BEATS THE WORLD.



THE BLACK MFG. CO., ERIE, PA.

Write for Agency and Catalogue. _____

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RIDERS OF THE CRYPTO BICYCLE

Can take their leisure while others are cleaning their wheels and clothing. Its construction is such that it throws comparatively no dirt whatever on the rider. For long distance riding over muddy or uneven roads it is miles ahead of any other machine. RIDES EASILY, RUNS EASILY, STEERS EASILY. Before you purchase write for our elegant catalogue..

THE MCINTOSH-HUNTINGTON CO., Cleveland, Ohio.

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BEARINGS
Genuine
Authentic
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WOOD RIMS

Get Our Prices, We Sell Low
to the Trade.

SECOND-HAND

BICYCLES

Taken in trade, write for List of
New Wheels.

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Write
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It
Will
Pay
to
Compare
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Prices
with
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PROMPT ATTENTION TO MAIL ORDERS.

Ralph Temple Cycle Works,
158 22nd Street, Chicago.

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RED CROSS

Wood Rim Tire Cement.

FOR WOOD AND METAL RIMS.

Something entirely New. Cheapest. Best. Cleanest.

Saves 90 per cent of time and labor. Always
ready. Easily applied. Impossible for a tire
to creep on either steel or wood rims. Is not
affected by water or heat. Should be in every
factory and repair shop throughout the country.

One ounce of this Cement will reach as far as
one pound of the solid cement.

Sample Can sent prepaid upon receipt of 50c.
Send for Discount to the trade.

MANUFACTURED BY

ARLINGTON U. BETTS & CO., Toledo, O.



Mention The Bearings.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League
Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the
different committees and officers having charge of this approaching event,
which will probably go down in the annals of the National League as the
most enjoyable summer meeting ever held, we find the Chicago & Alton,



Union Pacific through line, which on
more than one former occasion has
proved itself worthy of the patronage
so liberally bestowed upon it by the
wheelmen. Arrangements are com-
plete, whereby through trains,
through sleeping cars, dining cars,
and baggage and express cars,
fitted for the special accommoda-
tion of the wheelmen and their
wheels, will be run by the Chicago &
Alton, Union Pacific through line,
from Chicago, Bloomington, and St.
Louis to Denver. There will be no
extra charge by "The Alton" for this
special service over and above the
regular excursion rates which the
company has made for the meeting,

which by the way are extremely low. Individuals, delegates, officers or
committees having the transportation arrangements to make for them-
selves, their clubs, their friends or families, should lose no time in corres-
ponding with the undersigned in order to obtain the lowest rates and
absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R. R.,
195 Clark street, Chicago, Illinois.

J. B. Farmer, formerly of Nashville, Tenn., is now managing the cycle
department of the Henry Sears Co., Chicago.

A. Kennedy Child says that the bicycle business is as sensitive as a
barometer. It will be slack for a long time, when one day of sunshine will
send it booming away out of sight.

THE BEST OILER in the World.

PRICE 25 CENTS EACH.

This oiler has won every test in competi-
tion with other oilers. Although higher in
price it has been adopted by the leading
manufacturers as being without an equal
for high grade machines.

THE NEXT BEST.



PRICE
15c. EA.

This is an excellent oiler at the
price. We guarantee it second to
none but the "PERFECT."

OILER HOLDERS. 25 cents each.
PUMP HOLDERS. 25 cents each.

CUSHMAN & DENISON, 172 Ninth Ave., NEW YORK.

MENTION THE BEARINGS

WANTED to negotiate with a Bicycle manu-
facturer to sell bicycles on time plan. We
have special facilities for selling through our agents.

THE SMALL PROFIT CO.,

Mention The Bearings

84 ADAMS STREET, CHICAGO.

SHEPARD'S BENT WOOD RIMS

ARE ALL WOOD. No Iron or Rags Used in their Construction.

WE LEAD THE WORLD IN BENDING WOOD.

And are Quoted by the Carriage Trade as Experts in all matters related to Native Woods
Highest and Only Award for Bent Carriage Wood Work at World's Fair.

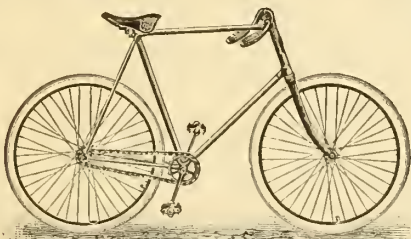
OUR RIMS ARE THE PRODUCT OF EXPERIENCE.

IF THESE ARE THE KIND OF RIMS YOU WANT, WRITE US.

H. G. SHEPARD & SONS,

Mention The Bearings.

New Haven, Conn.



SYRACUSE MODEL C.
25 POUNDS, \$125.

Syracuse Model C
Is a Bird
IT FLIES



Old Sol keeps his eye
On the Crimson
Rims as they glisten
In the Sunshine

Syracuse Bicycles

Shapleigh is the Man in the West

One man's money procures as good results as another's where backed by equal intelligence of direction.

There is, then, no reason why the Syracuse should not be as good as any competing strictly high-grade machine. And it is, except that there are several particular points about the Syracuse of '94 which our friends and competitors have failed to discover and utilize. That is our good fortune and yours.

The character of the Syracuse is above reproach in every detail, and warrants the opinion of an expert that "the Syracuse of '94 will spin to win."

The increasing familiarity of the rider with the requirements of a high-grade bicycle is proven beyond a doubt by the increasing demand for the Syracuse. With every line drawn taut, and all sails set in a spanking breeze of popular favor, the Syracuse launches its '94 models upon the sea of certain success and added glory, ready to **spin to win** with a dash and a vigor not to be misunderstood.

Manufactured by

**Syracuse
Cycle Co.**

Syracuse, N. Y., U. S. A.



BROWNIE,
THE CHAMPION OF FUNNY MEN, MOUNTED
ON A SYRACUSE

Western Agents

**A. F. Shapleigh
Hardware Co.**

St. Louis, Mo.

Quakertown Trade Gossip.

PHILADELPHIA, PA., May 13.—As a result of the \$4,000 fire at the branch store of Chas. S. Smith & Co., 1141 South Broad street, last week, over one hundred and fifty machines, which were damaged, more or less, by being scorched and from the water, will be offered by that firm at a greatly reduced rate. The sale will begin tomorrow.

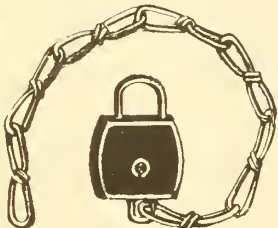
The Curtis-Child Mfg. Co. will commence the manufacture of their now famous Solid Comfort saddles in their new factory building, Thirty-first and Ludlow streets, West Philadelphia, on or about June 1. The building is now being thoroughly equipped with the latest improved machinery, and the firm will have sufficient room to make much larger quantities of their saddles in the future.

A new company has started in the bicycle manufacturing business under the name of the Norman Wheel Co. The firm has a fine line of

wheels on hand and the Norman, which is of their own manufacture, stands pre-eminent among the steel wheels, while the Lu-Mi-Num, with its natural finish, is one of the leaders. In the rear of the building there is a good-sized machine shop with lathe, forge, drills, and other machinery used in the manufacture of first-class wheels. Thus far the wheels of the firm have given general satisfaction, and the new industry gives promise of meeting with permanent success.

Among the visitors to Philadelphia last week were Frank Silvers, of the Sterling Cycle Works; Louis Howell, of the Union Cycle Mfg. Co., and W. S. Maltby, of the Raleigh Cycle Co.

The Hart Cycle Co. are still doing a good business, especially with the Columbias and the Hartfords. They received two large consignments of wheels of both makes last Tuesday, and both are selling like hot cakes, to use a slang expression.

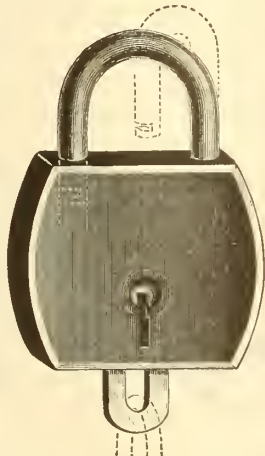


IRENE.

WEIGHT 1½ oz.

0893 Steel - - 75c.
114 Brass and plated \$1.00.

Each has four levers, and 150 changes of key are available. Two keyed and 15 inch chain.
NON-PICKABLE. HARDENED CHAIN.
Made of Brass and Nickel Plated.



IRENE FULL SIZE.

W. H. DIEFFENBACHER & CO.

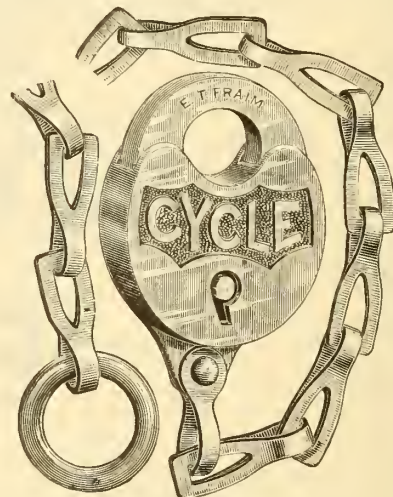
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IRENE Safety Securer.

398 Steel 50c.
400 Brass 75c.
STEEL BAR.



SECURER.

398 Steel - 50c. | 400 Brass 75c.
It securely locks the chain between sprocket wheels preventing any movement. Thieves can not steal, nor busy bodies "try."
CYCLE LOCK—with Safety chain:
400 30c. | 403 N. P. 40c.
Also No. 406 Birch Lock.

DON'T PAY HIGH PRICES, WHEN YOU CAN BUY
A **DEMON**

GUARANTEED - HIGH - GRADE

FOR
SEVENTY DOLLARS.

SUPERIOR to many wheels selling at \$80 to \$100.

Morgan & Wright '94 Pneumatics; Dust-proof BALL BEARINGS throughout; Beautiful finish....

Weight, 32 lbs.

Made by MARION CYCLE CO.

Especially for this Company.

OUR CATALOGUE GIVES FULL DESCRIPTION.
SEND FOR A COPY.


FORTY STYLES OF CYCLES IN STOCK. WRITE FOR AGENCY.

E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

THE BEARINGS

Vol IX
No 17

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, MAY 25, 1894.

WALTHAM SURFACE LAID.

Metalithic Blocks Are Down and Everything in Readiness for the Decoration Day Meet.

BOSTON, MASS., May 21.—There is one man in this town who is happy. He is William D. Bradstreet, owner of the Waltham track. Why is he happy? Because his new surface at the Waltham track has been pronounced a great success by men who know what they are talking about. And it is all laid. The job is done and he breathes easier. Only the turns and the homestretch have been surfaced with the metalithic this year, and it is his intention to do the entire track next season if this year's work proves fast and successful. There can be little doubt on these premises but that his entire track will bear this new surface next year, as without a single exception, trainers and racing men say that the new surface will be the fastest in the country.

Everybody is looking forward with a great deal of eagerness to May 30, because all want to see just what the new surface will develop in the way of speed. Those who have not seen the track since the last meet was run there last October will hardly recognize it as the same place. Many changes and improvements are being wrought there, and when the pistol goes off for the mile novice, May 30, there will be a scene presented there which has never been equaled in the east. Advices from all over the state show that there will be at least 20,000 people there to see the wheels go round. There will be

Five Hundred More Grand Stand Seats

than last year. The band stand will be moved from the inside of the oval and elevated above the grand stand, and in the center of the seats, so that the sound will be heard from all parts of the park.

It is probable that the judges stand will be lowered, as those in France are, so that the eyes of the judges will be directly in a line with the surface of the track. This matter should surely be attended to on all good tracks. Last Saturday at the McDuffee meet there was a difference of opinion between the judges. The majority of them were in the stand, which was somewhat removed from the track, which has been used from time immemorial as a horsetrotting park. They could not see the men with any degree of accuracy, and therefore there has been some kicking. It is a matter that really should be remedied by regulation, if the thing could be brought about.

Well, the homestretch which was so sianting last year, will be brought down almost to a level this year. The whole thing will come down four feet and be

As Flat as a Billiard Table.

The back is also flat, the turns only being banked. The backstretch is widened considerably from last year, which is a great advantage, and the top dressing of the back is of very fine screened gravel that stamps down very hard and firm, yet springy. A sort of dirt curb runs round the back, so that if a man gets rattled, he can go on to the curb and will receive no injury.

Now as to the turns and homestretch. In the first place they are as hard as it is possible for any substance to be. The metalithic is a sort of cement compound. The entire surface is dug up for a depth of eight inches. Then a foundation of coarse pounded stone and cement is laid and stamped down very hard. On the top of this a screening of finely powdered stone is laid as a sort of a binding. On top of this the metalithic cement is laid and smoothed. At the poles and the top of the track are cones holding and binding the track very hard indeed. The material is put down in large square blocks, so big that only two are required to

Completely Span the Track.

Between the two and running around the track is a crack which is necessary for expansion on a hot day. There is rough finish enough on it to hold the wheels firmly from slipping. Once down the surface needs no attention whatever.

It is the intention in the fall when the men will go for records to tear up the back and connect the metalithics with narrow connecting distances of board battens. This will afford a continuous hard surface. The joints between the dirt and the metalithic are very well made, and by no means will they make a huddle for the rider to go over.

Men who at first scoffed at the idea of the surface have now come round to the position of the loudest praise. Among them is Billy Cochrane, who knows a good thing when he sees it, if there is any man living who does in this line. He says that while he at first did not believe at all in the surface, he is ready to bank his life on it now. He expects to see records broken right and left there this year.

Windle was escorted there the other day, and it was with difficulty that he was induced to leave the track. He says that it is the greatest track in the world. By the way, old "Papa" Stockwell, who built Windle's original banked track, is doing some work at the Waltham Park, and he tells the story of Windle's track very interestingly. He says that Windle's father would not believe that Willie could ride it round the curves at all. But Windle himself was confident that he could, and he got on and started. The minute he got on he was delighted.

There is a great future before the Waltham track.

Denver's War Over.

DENVER, COLO., May 19.—Either the Associated Cycling Clubs, which was formed from the wreck of the Denver Cyclists' Union, will be made a permanent organization, or the affairs of the D. C. U. will be straightened out and it will again take charge of cycling affairs here. While hostilities are at an end between the Ramblers and the Denver Wheel Club for the time being, it is said that after the League meet the fight will be resumed. The Ramblers insist upon equal representation in any body which presumes to control local cycling. They have been given all they asked in the management of the Decoration Day road race and the disposition of the funds that are expected to result therefrom. The surplus will go for League entertainment.

Pacific Coast Records Broken.

SAN FRANCISCO, CAL., May 22.—The Varneyites, as the Rambler's Pacific coast team has been dubbed, were sent for the coast records today, and succeeded in getting six of them without any trouble. The records were all from standing starts, and were as follows: Zeigler, quarter-mile, :30½; Wells, one-half mile, 1:05¼; Terrill, two miles, 4:43½; three miles, 7:13½; four miles, 9:52¾; five miles, 12:29¾. The mile record will be attacked tomorrow.

Waller Stoned By Peasants.

PARIS, May 20.—The Swiss rider, Lesna, won the long-distance bicycle race from Bordeaux to Paris, having covered the distance in 25:11:07. Lucas, one of the English riders, finished second, being 32 minutes behind. Samson, another English rider, was third. The other contestants, eighty-seven of whom started, have not arrived at Paris. Waller, an American, was in fifth place when he reached Chaltereaut, but he was stoned by peasants and was compelled to dismount to protect himself, by which he lost several minutes. Harry Wheeler, a professional American bicyclist, today won the Prix de Ruffec given to the winner in a 10,000-meter scratch race.

The New York Circuit.

The New York state circuit in June promises to be of nearly as great importance as the national circuit. Nearly all the cracks will take part, starting at Cohoes, June 2; thence to Troy, June 4; Albany, June 6; Oneonta, June 7; Iliou, June 9; Le Roy, June 11; Rochester, June 13, and the Lockport meet, June 15 and 16, the New York division meet.

Bridgeport, Conn., with a fine track, offers inducements in a fine prize list for June 18 and 19, and Du Bois, Pa., has a fine list for June 20 and 21. The Lake View Wheelmen, Rochester, last week arranged the schedule of events for their meet.

Bliss Suffers a Defeat.

SAN FRANCISCO, CAL., May 19.—Bliss and Dirnberger, feeling that they were in fair condition, got up in the races at the Midwinter Fair today. Dirnberger started in the mile open; but collided with another rider and fell. He was somewhat cut up. Bliss and Walter Foster ran a dead heat for first place in the first heat of the mile open. In the final Otto Ziegler won. Time, 2:59¾.

AMERICAN COLONY IN PARIS.

Wheeler Regains His Lost Laurels by Defeating the Best Men in France—Other French News.

PARIS, May 11.—In the metropolis of the French republic, the Avenue de la Grand Armee, which is one of the continuations of the famed Champs Elysees in the direction of the Bois de Boulogne, constitutes "cycle row." It is one of the avenues that radiate from the great Arch of Triumph, and either side of its tripartite roadway is lined with cycle stores.

At all times of the day, and the night too, wheelmen and wheelwomen throng this thoroughfare. The trees are beautiful, the grass plats are kept in good condition, and the entire surroundings are more attractive than are most commercial thoroughfares in American cities.

And there is the cafe, the eating place and rendezvous for cyclists. What "Winter's place" is to the wheelmen of Chicago, the Cafe d'Esperance is to the wheelmen of Paris, except that the latter is frequented by the members of the fraternity from morning till night, instead of simply at lunch time. Many of them practically live there. Tables are placed upon the sidewalk under the awning, and at any time through the day people may be seen taking refreshments of some kind.

In the evening, after dinner, the visitor would likely find Zimmerman at the Esperance playing billiards with Crooks or Banker. Members of the opposite sex are drawn there by some kind of attraction, and

The "Girl in Bloomers,"

too, is generally close at hand. The latter is no longer a great novelty. She does not excite any more curiosity here than the woman who rides in ordinary skirts in an American city.

There is a suspicion ever hanging in the mind of the American visitor that the Paris girl in bloomers may be a trifle more worldly than the American girl who conceals all but her ankles when she rides, but the Paris character is a strong reality, and not a fashion-plate myth, as she has been looked upon by many.

The Paris girl in her bloomers and black stockings is generally a "good dresser." Her riding habit is made by the fashionable tailor, and it is always of good fit and becoming. Oftentimes the stockings are not black, either. Blue or brown is frequently seen in various shades.

The "dear creature" is very apt to be good-looking, is amiable in seven cases out of ten, and for self-confidence needs no great amount of training.

The races at the Buffalo track on Wednesday were favored by a warm sun and little or no wind. The fan vender did a fairly good business. The day not being a holiday, the attendance, which probably reached 2,500, might be considered good.

It Was America's Day

in the results. "Kid" Wheeler carrying off the honors. He retrieved himself considerably after his recent defeat in England by both English and French riders. Today he beat Medinger, Farman, Echalie, Martin (the American), Verheyen, the German who defeated Zimmerman at Berlin last year, Baras, Meline, and a big field—twenty-one starters in all.

The distance was twenty-five kilometers (fifteen and five-tenths miles), and the time 41:05½. It was a good race and an attractive one from the point of view of the spectators.

Seventy-five times around the course gave the patrons "plenty of run for their money," and the large field certainly made a pretty show.

Wheeler got away in a good position and maintained it from first to last.

Once he broke away in a rather foolish attempt to run the others off their feet, but he could gain no more than half a lap, and was compelled to drop back. He had counted on Baras to help, but the latter could not stand the pace. The Frenchmen were "heady," and Meline and Baras worked for each other, while Medinger, the "vet," lay well back in the bunch and let others do the donkey work.

Wheeler kept his eye on Farman's rear wheel most of the time, guessing quite accurately whom he would have to beat at the final sprint. Verheyen took the pace about half way and "hit it up" for several laps at a screaming rate, succeeding thereby in stringing the field well out. A tumble and the visitation of "that tired feeling" upon some of the soft ones, reduced the number of competitors to fourteen.

"Billy" Martin showed in front once, but his electrical sprint soon vanished.

A mile from home there was a most noticeable bid for position by all the good men. Wheeler, Farman, Medinger, and Baras

Challenged One Another for the Lead.

Wheeler was second on the pole, and he did not watch his opponents in a more "hawkish" manner than he was watched. When the bell sounded for the last lap "the Kid" made the first jump and was two lengths in the lead immediately. Farman was after him, and it looked as though Wheeler's advantage would soon be sacrificed. Had there been any sprint left in Farman he would have caught the American, but the last three miles had been hot and he was partly "baked" in consequence. Around the turn Wheeler kept pulling away by inches, and down the straight he led the way by almost three lengths. Farman was second and Medinger third, close up.

After a considerable period of "hard luck" and not very intelligent track maneuvering for one having the experience of Wheeler, his victory was acceptable to most of the people present. He certainly rode a good

race and, by beating the men who are at present considered the best in France, he merited all the applause he received.

Wheeler has picked up the language in remarkably short time, and is the only one of the outfit who can handle it with any skill. When the spectators first shouted "*Allez!*" in the ears of the American riders, Wheeler was first to make the interpretation—"Go on" and immediately affixing an American enclitic to the word, he introduced the phrase "allay—go on!" even to a complete adoption by the Frenchmen themselves. The modernized and Frenchified copyrighted thunder of Harvey Pound, "Go it, Jessie!" or the Chicago populace shout of "Get there, Bliss!" is therefore displayed in sample form by "allay, go on, Kid!" Wheeler, Crooks, and Barden went last night to Bordeaux. They will race there on Saturday and Monday, making Bayonne on the Sunday intervening. Crooks says he will stay in that locality until he gets fast, then to return to Paris, and

Try to Ride Next to Zim.

It is a rather amusing point to note that in making up the list of competitors on the programme, the managers never give the correct nationality of a man who happens to be of German name and birth. Verheyen, although from Frankfort-on-Main, is put down as Hollandais, for the everlasting hatred of the Germans pervades every niche of the republic, and the visitor from the land of kraut and pretzels must be protected if possible from insult. Americans are well treated.

It is asserted here that at the Catford meet in England, May 4, Dumond who beat the home talent very handily, was hooted at, invited "to come outside" and misused generally by the spectators, who disliked to see their idols defeated. The affair may possibly, however, be colored somewhat in the reports here.

During the progress of the race meet at the Buffalo Terront, the long distance specialist, arrived from his Rome-to-Paris record ride. His finish of the tour and entree at the track before the spectators were so well-timed that he came on just after one race and previous to the next. It is commonly asserted that he reached one of the dressing rooms a little too soon for the arrangement, and therefore waited until after the finish of the race in progress.

There was no deluge of cut flowers, shouts of "Bravo!" or "*Vive Terront!*" He came in almost amid silence and it was there and then evident that he was being made

The Recipient of a Hoary "Frost."

The very evident "ad" being sought by the makers of the wheel he rode was too much for the people to enthuse over.

Terront consumed 6 days and 14 hours in making the trip, and it is the common understanding that had not his finish been timed so as to make sure of his appearance while a crowd was assembled to welcome him, he could have done better to the extent of a day.

Sunday, May 5, Crooks won a mile handicap with heats in 2:14½, from the sixty-meter mark. He defeated Meline, Baras, Guerry, and other good ones, riding in nearly as good form as that which distinguished his handicap riding in the states last year.

Last night Desgranges, who once broke the 100-kilometer record; started on the Buffalo track in an attempt to break the twenty-four-hour record. He had gone only a short distance when the rain came on and after a fall he abandoned the undertaking for the present. He is expected to break the record when the conditions are favorable.

J. M. ERWIN.

A LETTER FROM BANKER.

The following letter from George A. Banker will prove interesting to his many friends, and to the cycling public at large. It is a private communication, and gives a better idea, perhaps, of the prospects of the Americans in France than the regulation newspaper reports. Readers of THE BEARINGS will be kept fully posted by our special correspondent who is mentioned in the letter:

DEAR BARRETT: We have just returned from the Velodrome de la Seine where Desgranges has been going for two hours in his attempt against the 24-hour record. It is a beautiful sight, the white cement track illuminated by electricity, the regularity of the pacemakers (mostly on tandems), and the cafe filled with racing men, would-be, trainers, *et al.*

Wheeler and Crooks leave this morning for Bordeaux with Barden, the Englishman, to compete on Saturday in the team race, tandem and single. Wheeler and Crooks are both riding well. Crooks won his first professional race Sunday, the 6th, at the Velodrome Seine—a handicap of a little less than a mile, from the sixty-yard mark, in 2:14, and with Fossin as a partner, ran second by six inches to Baras and Meline in the tandem.

Wheeler made a clean sweep in the Grand Prix Palmer (exclusively for riders of Palmer tires) on Wednesday, the 9th, winning easily from Farman, second; Medinger, third; Baras, fourth; and Martin, fifth.

I met Mr. Erwin, your representative, on Sunday, at the Velo Seine, and was delighted to learn that he was to be with us all season. I only hope that our riding will be of such a nature that he will send you only good reports.

Zim—"The Grinder"—and I have just started training on the track this week, and judging from the small amount of preliminary work that we have had on the road for the past week, we are moving fairly well. We manage by changing pace to come very near 27 minutes for ten miles.

The racing quarters (Calines) provided for the men here are arranged very nicely, each man having a separate apartment if he wishes, or a larger one for two. Zim and I have our rooms together, and furnished nicely, but there is one thing lacking—The Bearings' gallery of famous riders. Can't you fix us?

With regards from all to all.

Yours truly,

GEORGE A. BANKER.

BICYCLES FASTER THAN HORSES.

Comparison of Times Made by Them Over the Waukesha Course—Rumored That Sanger Will Marry.

MILWAUKEE, Wis., May 24.—That bicycle riders can outstride a horse at a long distance was demonstrated here last week: Adolph Ornstein and Victor Schweitzer own two horses respectively, named Dick and Captain. The horses both have good records. The owners were unable to decide by argument which animal was the best, so a race between Waukesha and Milwaukee, a distance of about eighteen miles, was arranged. The horses started from Waukesha and were driven hard all the way to the city. Both were neck and neck all the way, but at the finish Dick won by a few lengths. The time was 58:00. The best time made over the Waukesha course by a bicycle rider is 46:47. The finish of the bicycle race, however, was about one mile less than the finish of the horse race. But even allowing several minutes for the extra mile, the superiority of the bicycle is easily proven by the horse race, on which quite a little money changed hands.

Riders living in Port Washington and Sheboygan, have found a new course for riding besides impassable country roads. The roads in many places are so poor that riding a bicycle has become impossible and this fact has hurt trade considerable. The riders in the cities named have found a novel course to ride on, rain or shine,

They Use the Beach on the Lake.

Toward the water's edge where the spray of the waves fall, the sand becomes compact and smooth as the water washes over it. This forms an elegant road for riding, and riders can ride for miles without a change in the condition of the beach. The wet sand is almost as solid and smooth as asphalt and what better locality can a rider wish for than riding on the edge of the lake on a hot summer's day?

The city has begun to advertise for bids for asphalt pavements and riders in the future may expect to find places to ride that are not paved with cobble stones. The following streets are to be paved with asphalt: Wisconsin street, from the Milwaukee river to the east line of Marshall street; Grand avenue, from the Milwaukee river to the alley between Fourth and Fifth streets; Jefferson street from Mason street to Juneau avenue, and on Tenth street from Grand avenue to Cedar street.

Somebody here has started another

Rumor That Sanger Is to be Married

shortly. Such a rumor was started last year and this one may be as unreliable as the one of twelve months ago. Then it was reported that he had fallen in love with a Chicago girl, and was so smitten with her charms that he neglected training. It is reported that this was partly the cause of the rupture between him and his trainer, Culver. It has now developed that while in Chicago the other day Sanger was not found at the hotels by those who searched for him. His whereabouts were unknown to all excepting Tyler and Dumbleton. They would not tell. It has since been learned that while Sanger was being sought by his admirers, he was spending much of his time with his fiancée. It is reported that Sanger will marry when the racing season is over.

The LaCrosse County Wheelmen have been organized with the following officers: President, Dr. E. A. Gatterdam; vice-president, A. M. Paul; secretary and treasurer, J. L. Linker; captain, Arthur Walker. The club will ask for an L. A. W. charter. A clause has been adopted in the constitution of the club fining its members 50 cents if found riding on sidewalks, \$1 for the second offense, and expulsion from the club if caught a third time. The club holds that the street is the proper place for the riders.

Waterloo, Jefferson County, is arranging a road race to be held on June 9. Several track events will be held in conjunction with the race.

The national circuit races to be held in this city on August 6, under the auspices of the Associated Cycling Clubs will be run at National Park. The association has already engaged the park for that date.

Ed Vogel, champion of the state, will ride at Winona on Decoration Day, under the Milwaukee Wheelmen's colors. Vogel is the only real fast racing man that the Wheelmen will have this year. Last year the newly organized Telegram club caught all the club's fast men. When it collapsed the racing men flocked back to the folds of the Wheelmen. This year the North Side Club has secured all the fast men and now has the fastest racing team in the state.

The Madison Club will run a road race from Sun Prairie to Madison on Decoration Day. Quite a number of riders from all parts of the state will enter. The club has recently secured new quarters and will fit out a complete gymnasium. There is some talk among the members of building a track this year.

Cycling has taken a new hold in Wausau and riders there are now making arrangements for a big tourney to be held there in June. It is the intention to make the meet the largest of any ever held in northern Wisconsin. Women are taking an active part in the arrangements and the meet will surely be a success.

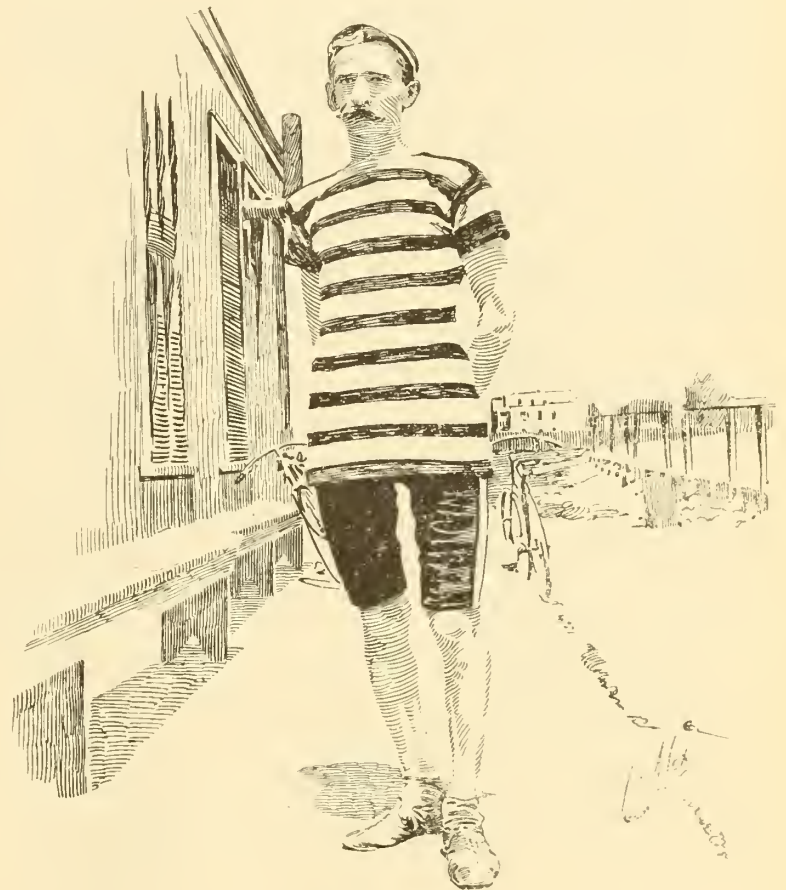
THE CHICAGO ROAD RACE.

In six days more another page will be added to the history of cycling, and the greatest road race in the world will be a thing of the past. Of the 419 entries in the Chicago road race it is estimated that at least 350 will start. This will be the largest field of starters that ever started in any race in the world. The winner of it will be a little god for a brief twelve months and then the winner of the '95 race will take his place. The interest in this

event is something wonderful. All one hears is, "Are you going to see the race?" And nearly every one answers in the affirmative.

The usual number of dark horses is stalking around, and nearly every club in town has a dark complexioned animal that is a "sure winner." Until the handicaps are out Monday it will be impossible to make even a guess. But the man who does cross the tape first will have to possess speed, for it will have to be a race right from the word go. An ordinary "plugger" will not stand a ghost of a show.

The fight for time prize will be more than interesting this year. All of the old timers are entered. First there is H. R. Winship, who has won three time prizes in the Pullman. The "old skate" has the fever again and thinks that he can make a favorable showing. He has been training hard for the last month and is in fine condition now and, barring accidents, should be one of the time prize winners. Then there is A. E. Lumsden, who has won a Pullman, and also won time prize. He is not in the best of form, but ought to be right with the scratch men at the finish. H. A. Githens has only been training two weeks, but is riding fairly well. But it takes a good man to get away from him on the road. J. P. Bliss is also entered and may ride, but it is doubtful if the little flier will be able to get back



H. R. WINSHIP.

from California in time. C. V. Dasey is riding like a whirlwind and should not be forgotten. A rider who can do five miles in 13:27, setting all his own pace, is a dangerous man. C. H. Peck, the "Little Napoleon," who rode the Hilsendegen twenty-five-mile road race in 1:06:00, will start, and as he is in pretty good condition, should make a favorable showing. Gus Steele is able to hang onto a locomotive this year, and if he can get the proper pacing there is no reason why he should not make a strong bid for the time honors. George L. Emerson, who won third time last year, will also start. These are all Chicago Cycling Club men.

The Columbia Wheelmen, from the West Side, are also looking for time prize and pin their faith to Martin Nessel and W. Bainbridge. Nessel was a surprise party last year, and scooped in the time prize, defeating some of the best road riders in the west. Bainbridge, who has been training hard for the last two months, broke the ten-mile road record last year. His friends are backing him heavily for the time prize winner. While no remarkable times have been made over the course, it is thought that the time prize will be won in about 55:00.

Starter Van Sicklen announces that every man must start from his mark, no one being allowed to go back.

After the Chicago-New York Record.

At the finish of the Chicago road race on Decoration Day, Harry A. Truax, a Chicago boy, will start on what may be a record-breaking trip to New York city. He will follow the relay route, and will ride his very best. The "two cities" record is ten days four hours, made by H. H. Wylie over the so-called southern route.

Truax has done some little riding in training, and will do much more. He will carry the colors of the Calumet Cycling Club, of Chicago.

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GEO. K. BARRETT, EDITOR.

THE SAME OLD STORY.

Ever since cycling has become the sport of the people each succeeding Memorial Day has marked the opening of a new racing season. Almost every village that boasted a bicycle club has had its road race or track meeting. So popular has this custom become that the wheelmen would feel lost without their Decoration Day races. From the time the first bicycle race was run on May 30, we have heard protests against the desecration of the day. Of late the protests have become feebler and feebler.

But this year there has been a greater outcry than ever. Minneapolis is the city this time. The G. A. R. posts in that city were very indignant because the flour city wheelmen were going to hold a road race on Decoration Day, and sent delegations to the park board to have that body rescind the permit to run the race through the park. They were unsuccessful, as the members of the board looked at the matter in a commonsense light and decided that the wheelmen were not hurting any one by holding a race on that day. The action of the board in deciding thus has raised a greater cry and the latest developments are a set of resolutions protesting against the action of the board. The resolutions passed by one post are as follows:

Resolved—That Levi Butler post unanimously protest against the action of the park board in allowing bicycle races on the boulevards on Memorial Day, and they also protest against the sentiments recently expressed by our honorable mayor in regard to the same.

We are far from accusing the old soldiers from being moved by any but the most sincere and patriotic feelings, but they should remember that the wheelmen do not hold their races on Decoration Day with any idea of hurting the feelings of the men who fought their country's battles and lived, or to desecrate the memories of the dead. But national holidays are all too few, and the average young man seldom has a day to himself. The veterans should remember, too, that those who compete in these races are made of the very stuff that make good soldiers; that they are the very ones who would be the first to respond were a call for volunteers sounded tomorrow. The cyclists of this great country all entertain a proper feeling of respect for the dead and do all in their power to help the veterans in their observance of the day, in fact the Milwaukee Wheelmen are making preparations to strew the graves of the soldier dead with flowers next Wednesday.

Let the dead Past bury its dead.

NELSON IN ENGLAND.

That we appreciate the importance that England cuts in the cycling world and have due respect for the rules which govern her wheelmen and for the prowess of her riders is best demonstrated by the attention that we give to that country in these columns. Of those feelings, however, respect at least, for her rules is fast waning. The idiotic licensing scheme is playing havoc with racing in England, and yet, not content with driving the

flower of her own path out the fold of amateurism without reason or excuse, she must still further stultify herself by refusing licenses to accredited foreigners who visit her shores. Licenses are granted or denied by a committee that legislates behind closed doors. The applicant knows not what enemy may covertly give information, true or false, that he would not dare give were the cycling world at large to know its import.

The case of Zimmerman is still fresh in our minds. The evidence in that case was made public and its flimsy nature we all know. Now comes E. A. Nelson, a racing man of some prominence, but one against whom the breath of scandal has never been turned. He is denied a license. Why, or wherefore, we know not. As like as not the licensing committee behind its closed doors discussed the question as to whether they wanted an American to compete on the British path after the snubbing Chairman Raymond gave them in the Zimmerman case, and the verdict being "No," Nelson's application for license was refused. Yet England is the country that boasts that her championships are open to the world. Better say open to the friends of the licensing committee.

TO B OR NOT TO B.

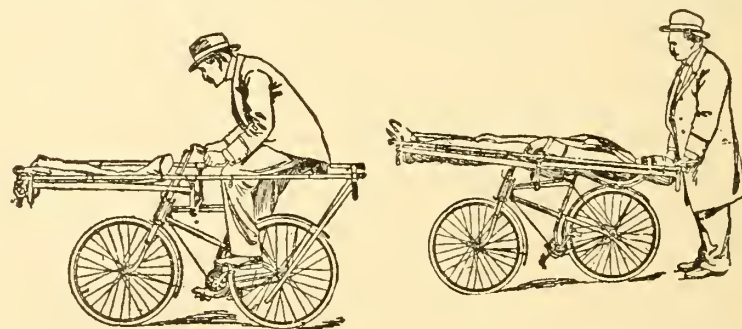
A question that is agitating many a racing man at this time is whether or not to identify himself with Class B. Did he know just how racing affairs would adjust themselves in the next two months he would have less trouble in deciding. It is a sure thing that such men as compose the Rambler, Stearns, and Columbia teams will be the speediest on the track. There are aspiring racers, however, who are as pure amateurs as exist, who prefer competing with the best men on the path and being beaten by them, perhaps, than to win from second raters. There are others of the pothunting order who, realizing that the average wheelman will stay on the safe side and remain in Class A, for a while, at least, believe that they may make a Harry Wheeler *coup de etat* and scoop a lot of prizes in Class B before the cream of the talent finally decides to throw off the snow robe of the Class A—or before the Racing Board drags it off.

Who can tell the complexion of racing in the United States two months hence?

STRAY SHOTS.

A Bicycle Ambulance.

Dr. H. L. Getz, of Marshalltown, Iowa, has invented a practical bicycle ambulance, says the Chicago *Herald*. His invention consists of a simple contrivance, a bicycle of the safety type with an ambulance attachment. The stretcher is fastened securely, but easily, to the top of the bicycle frame, and the wounded or sick person lying on the stretcher may then be safely and with very little exertion rolled along, either a plane or an incline, over steps and stairs, rocks and declivities, without being shaken or otherwise inconvenienced to any appreciable extent. The frame to which the stretcher is fastened is made of aluminum, thus being very light and yet durable, and this frame may be lowered or inclined almost at any angle.



The bicycle again is so constructed that the frame and stretcher are quickly taken off or adjusted, and in going to the scene of disaster, be it battlefield or anywhere else, the vehicle may be used by surgeon or ambulance man to ride on and convey him quickly to the spot.

Dr. Getz believes that his invention will prove of paramount utility in the future, as he is now constructing different types of it for different uses. For instance, he is now constructing an ambulance similar to the regular bicycle, by using only the bicycle wheel and simple axle connection, omitting seat, handle-bar, etc., where it is desirable to leave the stretcher proper attached to the wheel permanently; also another one consisting of a folding frame with folding wire or canvas mattress secured to a single wheel for convenience, to remove patients through very narrow and short-turning stairways, thereby doing away with the actual carrying of the patient.

Chairman Raymond's Picture.

Next week THE BEARINGS will issue another one of its handsome colored supplements. This time it will be a picture of Howard E. Raymond, chairman of the Racing Board. The picture will be finished in five colors and will be suitable for framing. It will be a fit companion to the picture of the famous American racing men issued previously.

DECORATION DAY ROAD RACES.

Just at this time every rider who possesses, or imagines that he does, a turn of speed on the road, is hard at work training for some of the big road races which will be run on Decoration Day. When it is remembered that only about two thirds of those who enter start in such races, and that the number of men who enter form but an infinitely small part of those who train for, and expect to ride in such events, some idea of the magnitude of the number of those who are now grinding away at their work can be had. If only one in a hundred of these aspirants for fame succeeds in emerging from the obscurity which surrounds him, the average will be kept up. The rest will be divided into two classes,—those who conclude that their forte is not racing and drop out, and those who are able to find excuses for their poor showing or who consider that they rode well, and think they will do much better next time.

Road races are, almost by virtue of necessity, handicap events instead of scratch. The latter have died out, and but little regret attended their departure, as they could not compare in interest with the handicaps. Each contestant considers it entirely legitimate for him to try to mislead the handicapper as to his form. The known men always find it impossible to regain their old form, while the new men—the wise ones, at least—go out and train in secret, keeping the results of that training to themselves. It is thus rendered almost impossible for even the best handicapper to frame a handicap that is anywhere near perfect, and the result of the race is wrapped in that glorious uncertainty that adds so much to the interest taken in it.

The Most Prominent Road Races

on Decoration Day are the Chicago (formerly the Pullman), the Irvington-Milburn and the Martin (Buffalo), all of them for the same distance—twenty-five miles. The last named, while being a big affair in every sense of the word, is not quite in the same rank with the other two, although this year it promises to be closer to them than ever before. The windy city event will this year be what it never has been before—a Chicago race, par-

LOUISVILLE WHEELMEN SCORE TWICE.

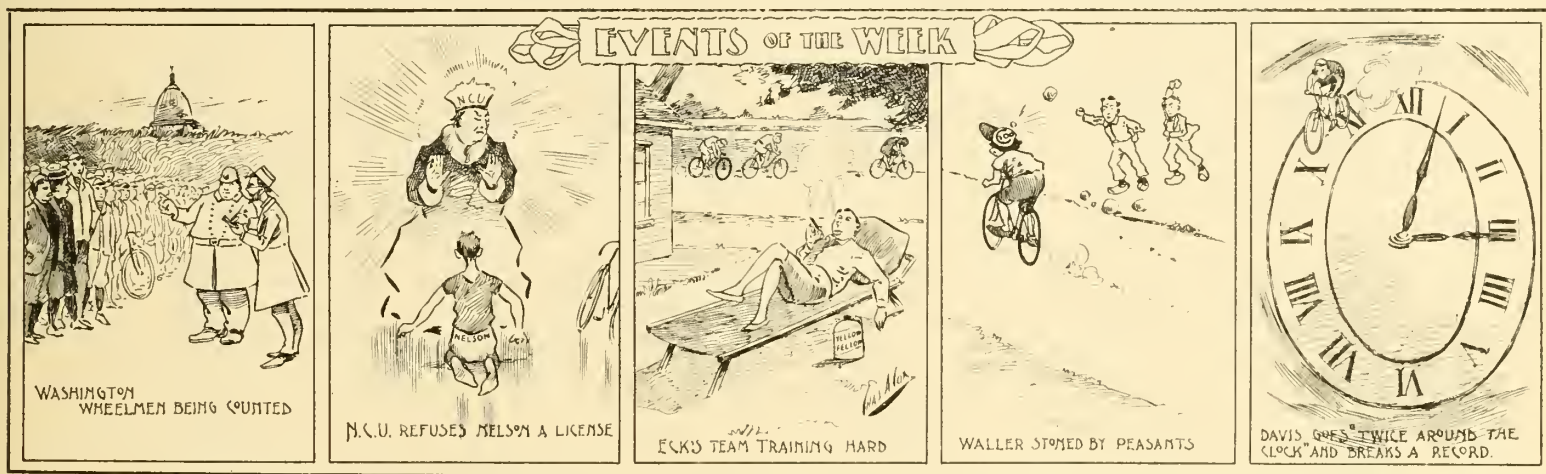
LOUISVILLE, KY., May 21.—As an evidence of the influence of cycling in Louisville, it should be stated that for many years the sprinkling carts and private hose connections have been allowed to do as they pleased. In many instances the streets were simply flooded for days at a time, and it has been shown that this has caused the city a great sum of money in making repairs. Last fall the wheelmen took a hand in politics and made their power known, and also made the present city administration under some obligations to them. The matter of sprinkling has been agitated a great deal so far this season, and the attention of the board of public safety was called to it, and they decided to take some action in the matter. None of them being wheelmen, they sent to several prominent riders, who appeared before the board and were informed that if the wheelmen would prepare an ordinance regulating street sprinkling that the board would secure its adoption, and would see that it was carried out to the letter.

Victory No. 1. Now for victory No. 2.

At the same time it was requested that the committee who framed the sprinkling ordinance, should also frame a "vehicle" ordinance, or, in other words, the same as "the law of the road." Louisville has no such law on its records as was found recent in a law suit that hinged on that point. It was found that the old road law of the state, which requires every wagon to pass to the right, was the only law covering that point, and that there was no law bearing upon the question how, when two persons were going in the same direction, one could pass the other.

After consulting among other wheelmen it was decided to ask two of the prominent lawyer wheelmen to draft these ordinances, and if they could not agree that they should call on the city attorney (also a wheelman) for advice and help. This request has been accepted by two of the most prominent lawyers, and they will meet in the early part of next week to draft the resolutions.

This shows what can be accomplished if gentlemanly arguments are used, and pains are taken to show the proper officials the benefits of the



ticipated in by the best men of that city, and run over a course that will permit it to be a race in fact as well as in name.

The Irvington-Milburn race has always been a hard-fought contest—one in which a man could ride harder and faster and get less (both in glory and pelf) for his pains than almost anywhere else. There was ample room to exercise all the talents with which a racer should be blest—speed and stamina, both up hill and down, generalship, skill in handling one's wheel at the turns and other places—and the man who had the best combination of these qualities usually came out at the top of the heap. This year promises to be no exception to the rule; rather the reverse, as the improvement in men and machines appears to be greater this year than ever.

This year, for the first time, we will be enabled to draw

Comparisons Between the Eastern and Western Riders,

as shown in their work at Irvington and at Chicago. The latter race starting and finishing in this city, will be viewed by many times the number that will journey to the Jersey course, but there is little doubt that the riders will be less interfered with there than at the latter place, as none but amateur policemen are available to make a clear track for the men. The five turns on the eastern course, and the hard hills to be surmounted there, as against the few, if any, hills at Chicago, will undoubtedly tell against the eastern men, and it will not be surprising if the time of the Chicago race will be faster by minutes. Another thing in favor of fast time at Chicago is the apparent tendency of the western men to go to the front at the best speed they are capable of, while it is becoming too evident that the practice of loafing on the part of the back-markers is being more extensively indulged in every year by the eastern men. However that may be, the reports of the two races will form very interesting reading and enable us to get a clearer idea of the ability of the men competing in them than ever before.

S. W. MERRIHEW.

The secretary of the Union Shooting Club, of Paris, is forming a cycle shooting club, the object being to go hunting on bicycles, and visiting the different suburban shooting grounds.

demands by wheelmen. Not one of the gentlemen who listened to the complaints of the wheelmen, as noted above, are wheelmen, nor are any of their immediate families.

Broke the Maryland State Record.

Elmer C. Davis, of the Baltimore C. C., broke the Maryland state record last week, riding 240 miles in twenty-four hours. He started out with the intention of also breaking the American record of 311 miles, held by Yeatman, but when he had ridden seventy miles it began to rain, and he and his timers and pacemakers stopped in a road house. They stayed here for five hours, eating and making merry. One of the wheelmen happened to step outside, and saw the moon shining. He at once notified Davis, and the plucky rider again started out over roads that were mere mud puddles. By hard work he succeeded in breaking the Maryland record. The previous best was 224½, held by F. H. Harvey. Davis' total riding time was but fifteen hours. He rode a twenty-three-pound Tribune.

To Keep Down the Pace.

Riding with a man who can do his mile or two an hour more than you, with the same ease, is rather apt to be annoying if you are going at what is not your easy pace. For such weaker vessels a few subterfuges are useful, because one is not always wanting to acknowledge inferiority by asking for an easier pace. Here are some suggestions: At starting, after dinner or tea, tell your companion that it is medically advisable to have an easy mile after food, and when nearing your destination, point out the advantages of entering a town cool, by which means you can avoid starting with a burst and ending with a sprint, and, for immediate checks on speed, scenery comes in useful, and the suggestion that the hurrying man should enjoy a pipe has been known to produce the desired effect—*The Cycle*.

The laurels of Terront prevent the Belgians from sleeping. One of them, Charles Delbecq, who arrived second in the Paris-Brussels race, intends to establish the record from St. Petersburg to Madrid.

IRVINGTON-MILBURN GOSSIP.

NEW YORK, May 21.—The entries for the Irvington-Milburn twenty-five-mile road race have been made public. There is an absence of the crack-a-jacks, inasmuch as but three men are entered who have any chance to break the records made last election day by W. F. Murphy of 1:14.29.

Aside from Murphy, W. H. Wells, and Geo. W. Coffin are looked to for good time, and the belief is general that the time winner will be compelled to go the route in less than 1:10 this year. "Billy" Murphy will, of course, be one, if not the only scratch man, and as his time in practice has been as low as 1:08, it may reasonably be expected that he will make a strong bid for the time prize. Of course dark horses abound, and some of them are already known, but until the handicaps have been made public, no opinion can be passed upon their respective chances.

The representatives of the various clubs are entered in full force, and the Kings County Wheelmen, of Brooklyn, surely ought to be the victorious one.

Individually each man of the K. C. Ws. is riding like a streak of greased lightning, and the way in which they flit up and down the Ocean boulevard to Coney Island and return, bodes evil to the other aspirants who imagine they will have anything like an easy thing in the contest.

Next to the K. C. Ws., the Newark Wheelmen ought to stand the best chance, and following in the order named are the Riverside Wheelmen, the Atalanta Wheelmen of Newark, N. J., the Greenwich Wheelmen, and the others—nowhere, as regards speed.

One thing is certain, and that is that the race will be more interesting this year than ever heretofore.

Fred Graves, J. W. Linneman, and Carl Von Lengerke, who were expected to start, will be elsewhere. Graves in Hoyland Smith's race, Linneman in the Martin event at Buffalo, and Von Lengerke will not compete anywhere, the accident which befell him recently necessitating his remaining "on the ground" for some time yet to come.

The decision of the Metropolitan Association of Cycling Clubs race committee, under whose auspices the contest is run, to bar all colored riders, has created no end of comment in this locality. Chairman Raymond is not connected with the M. A. C. C. in any official capacity aside from being a delegate from the Brooklyn Bicycle Club, yet he says the action is uncalled for, and a bad error on the part of committee in charge. It is but recently that he announced that the National Racing Board would allow any colored rider to compete in races under its control, providing the amateur standing of the man was all right.

One mistake which the dailies have made in commenting on the decision, has been the manner in which Fred Hawley, the race committee's secretary, has been "roasted." One paper even went so far as to insinuate through its columns that Hawley was only part white himself, and all because he, being secretary of the committee acting upon the orders of the body, returned to David Simmons his entry, with the statement that it could not be accepted on account of his color. As a matter of fact, Hawley voted in favor of letting Simmons ride. Negroes entries have never before been refused, and the fact that Simmons rode second to Hawley in the *Citizens'* road race last fall caused the gossips to say that Hawley was afraid of Simmons defeating him in the Decoration Day race. The paper that "hurts" most of all says that Simmons is 70 per cent white, and that Hawley is but two shades better off. Incidentally it might be stated that the genial captain of the Kings County's intends to bleach his complexion, and prove to the public that the reflections of the one paper in particular are untrue.

Simmons has promised to be on hand at the start, and if any attempt is made to stop him he will take legal proceedings against the M. A. C. C. Alexander Schwalbach, Wilson-Myers' Brooklyn manager, entered the colored boy, and naturally feels sore over the refusal of the committee to accept the entry. Mr. Schwalbach says that he will withdraw his support from the race, and in the future will boycott any and all affairs which the M. A. C. C. manage. This argument has not reached an end as yet and more may be expected later.

PREDICTIONS FROM BUFFALO.

BUFFALO, N. Y., May 21.—The theme of conversation among the wheelmen is the opening of the racing season next Saturday, on which day the Hazard twenty-five-mile handicap road race will be run. The entries which closed last Saturday, revealed the fact that there will be forty-two aspirants for prizes and glory in the race. Some very good men have entered, but the great majority consists of unattached wheelmen, and novices at that. The race will, unquestionably, be a race of novices, and as there is a likelihood of some good material among the unknowns, it would not be surprising if the finish of the race had developed a second Blake or Goehler. In the shuffle the Press C. C. trio, consisting of L. H. Callahan, N. A. Lutz, and Edward Leonert, must not be overlooked. It will also pay to keep an eye on the Ramblerites, consisting of Linneman, Goehler, Heinig, Blake, and "Duke" Smith. They all have won time prize and first place from scratch, in local road events, and one of them may repeat the trick in this race. However, the race will not be won until the line is crossed, and many surprises may be in store for the local enthusiasts.

The Martin Road Race

is also a fruitful topic of conversation, and it is now certain that none of the road races scheduled to be run throughout the country on Decoration Day will have as extensive or valuable list of prizes as the Martin men.

Local enthusiasts are even going so far as to predict that the time prize

will be won in less than 1:08:00. This seems incredible, in view of the roads, hills to be climbed, and railway tracks to be crossed, but for all that, it is well within the bounds of reason to make such a prediction.

The rivalry for road honors between the Press C. C. and the Ramblers B. C., the two strongest clubs in western New York, will be more brisk than ever this year. In the Martin, particularly, the Ramblers propose to have the cream of the prizes, and will enter about twenty-five men in the race. For these men they will have a force of seventy-five clubmates to render all possible assistance at the start, along the road, at the turn, and at the finish. Every inch of the course will be patrolled by these attendants. A rubber-down for every contestant will be at the finish line, and, in fact, everything that may insure a winner will be done.

NELSON REFUSED A LICENSE.

LONDON, May 12.—On Thursday evening E. A. Nelson's application for a license to race in England as an amateur was considered by the general committee of the N. C. U. and refused. This will doubtless be a disappointment to the Springfield flier, who is now in good health, and has been training on the Herne Hill track.

In the current *Review of Reviews*, just published, W. T. Stead has a long, illustrated article on "Co-operative Camps for Cyclists." After dwelling on the growth of cycling, and its civilizing effects upon dwellers in town and country alike, some attention is paid to the co-operative purchase of cycles, the Mowbray House scheme being cited. Mr. Stead goes on to suggest that employers of labor in big cities might invite members of their business staff, who cycle, to visit the grounds of their masters' mansions in the country, and that little parties of wheelmen might be allowed facilities for camping for a night out-of-doors, making their return to town at an early hour after an *al fresco* breakfast. Mr. Stead works out his idea in detail, and mentions the names of several owners of parks who have promised assistance. Mr. Stead is desirous of placing the grounds of his own villa at Wimbledon at the disposal of members of his own staff. Among the illustrations is a portrait of Miss N. G. Bacon, mounted on her safety, in rational dress, but it scarcely does that sprightly young lady justice. It will be interesting to observe if the proposals made by Mr. Stead are taken up. In any case, the article will do much good indirectly.

Colonel Savile, in a letter to *Wheeling*, states that the number of military cyclists has increased during the past year from 2,218 to 2,701. The sections and the troops have increased from 128 to 145, and the average strength has increased from 17.3 in 128 commands to 18.7 in 145 commands. In Scotland the total has gone up from 296 to 453. The 26th Middlesex Cyclists Corps has reached so nearly to perfection that it justly serves as a model to cyclist corps in this or any other country, and every credit is due to all concerned, from commanding officer to private. The gallant colonel concludes his letter by expressing an opinion that the time has come when the authorities might well give the force some substantial encouragement, in order that the present heavy expenses incurred by the men might be lightened.

Complaints have recently been made in several quarters against the practice of some

Racing Men Appearing on the Path in Objectionably Scanty Costume.

The general committee of the Union have decided to call the attention of starters and marksmen to the subject. A competitor, after being warned, will be reported to the judge and disqualified.

On June 15 and 16 the Essex Cycling Union will hold a ride from London to Yarmouth. This will rival the North Road's annual jaunt from London to York.

On June 16 the amateur meeting of the London County Club will take place at Herne Hill. Besides several sprint handicaps and flat events, there will be a mile first-class invitation scratch safety race, a half-mile handicap (open), the entrants for which will be divided into two classes, competing in separate races, and a ten-mile limited scratch paced race, with Herne Hill pacing.

Among those writers who are well acquainted with Union matters there appears to be a consensus of opinion in favor of the abolition of the appeal committee. The *Evening News* of today, however, recommends that the appeal committee should continue to exist, but that its meetings should take place *in camera*. This might enable matters to work smoothly, but I doubt if the idea will be adopted.

There is a general feeling that last Saturday's professional racing at the Catford meeting was a disappointment, and that the prospect of other clubs imitating the Catford's example in England is very remote. Some stories which have been circulating during the week concerning a scene in the professionals' dressing-room, after the team race, certainly do not place the new professionals in a better light than those of the past.

Donald Lacaille, who is now in France, intends to apply for a license, and ride in the Cuca cup race this year.

For the Fourth Annual Bordeaux-Paris Race

on May 19, 105 entries have been received—fifty-two racers, thirty-four road riders, and nineteen veterans. The best known entrants, excluding the French, are Andre (Brussels), Lumsden (Scotland), Sanson, Lucas, and Oxborrow (England), and W. Martin and Waller (United States).

This being the Saturday prior to Whitsuntide there are no race meetings in London this afternoon, but many country meetings are fixed for Monday next.

C. W. HARTUNG.

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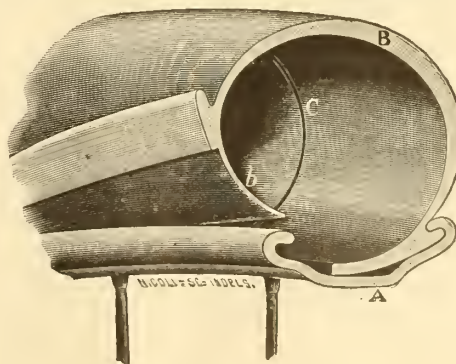
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QUAKER DIVISION MEET AT WILKES BARRE.]

PHILADELPHIA, Pa., May 18.—Chief Consul Boyle has accepted the invitation of the West End Wheelmen of Wilkes Barre to hold the '94 meet of the Pennsylvania division in their city, and July 2 and 3 have been named as the dates. There will be a reception to the visiting wheelmen on the 2d, which will be followed by a lantern parade and entertainment at the clubhouse of the West End Club. The usual programme of races will be run off on the 3d, with the exception of the quarter-mile and mile championships, which will be decided the following day at Scranton. The folly of the decision of the L. A. W. requiring that state championship, shall be assigned only to League clubs now becomes apparent, as of the League clubs in the state the Scranton Club is the only one which has applied for a meet. On the other hand the promoters of the largest meets to be held in the state, including the division meet at Wilkes Barre and the national circuit meet at Philadelphia, would be glad to conduct some of the events, but are prevented from doing so by the rule in question. It is more than likely that the two events named will be the only Pennsylvania championships decided this year. The members of the division, however, will have a chance to see the state championships run off, for it has been decided to have a run from Wilkes Barre to Scranton on the 4th of July. The distance is twenty miles and the roads are conceded to be the best in that part of the country.

The Inter-State Relay Race

from New York to Philadelphia is attracting much attention, and as each state is endeavoring to send its most representative team of riders, a great race may be expected. The race will take place on Saturday afternoon, June 2. The road committee of the Atalanta Wheelmen of Newark were out Thursday measuring the first 100 miles of the course. The first relay point will be at the clubhouse of the Passaic Falls Wheelmen at Paterson; second relay at Mansion House, Morristown; third, St. George and Pennsylvania avenues, Elizabeth; fourth, about two miles south of New Brunswick; fifth, Wheat-sheaf Inn, three miles south of Trenton, and the finish at Nicetown Lane and Broad street, this city. The Mercer County Wheelmen, of Trenton, have two men in daily training for the race, both of them making a twenty-five-mile run. The man showing the best speed before the close of the entries on May 21 will be chosen to represent the club on the New Jersey team. Paterson, Newark, Trenton, and Elizabeth will make up the New Jersey team. The medals to be presented to the winners are pronounced to be the most novel in design of any offered in a bicycle race. Each state competitor will be designated by a colored scarf,—New Jersey, red; New York, blue; Pennsylvania, white.

Although there are

Many Applications for Places on the Pennsylvania Team

it is now certain that Messrs. Dampman, of the Quaker City Wheelmen; Marriott, of the South End Wheelmen, and Measure and Lagan, of the Century Wheelmen, will comprise four of the team. All of these men are in active training, and with the addition of two other riders they will be a hard team to beat.

ST. LOUIS RACES.

ST. LOUIS, Mo., May 20.—The spring games of the Pastime Athletic Club, which took place on their grounds at De Hodiamont yesterday, were but poorly attended, on account of the bad weather. It was a cold, blustery day, more like November than May. On the programme were four bicycle races, in all of which were large lists of entries, and had it not been for the terrific wind which was blowing, fast time would undoubtedly have been made, as the track was lightning fast. It is a third of a mile track, well banked at the turns, and has a surface of clay and cinders, which the rain of the two previous days had improved rather than injured. The first race of the day was a quarter-mile dash, which was run in two heats and a final. Bert Harding, Ed Grath, W. J. Cox, and W. C. Wicke qualified, and the final was won by Ed Grath, of the P. A. C., with Cox second, and Harding third. Time, :35²/₅. Harding and Cox have both been doing road work, and plainly showed it, as Grath got away from them in the sprint. This is not disparaging Grath at all, as he is a very clever rider, but if they had all been in equally good condition they should at least have finished much closer together than they did.

The next race was a one-mile handicap, which was also run in heats. In this, and likewise in the two-mile handicap,

The Scratch Men "Held the Bag,"

as they were handicapped entirely out of it, as some of the long-mark men were given not less than a hundred yards more than they were entitled to in the two-mile race. Joe Howard, 155 yards; Emil Hendrick, 140 yards; Will Coburn, 125 yards; John Coburn, 85 yards; Carl Eilers, 70 yards, and Dave Coburn, 65 yards, qualified, and the final was won by Will Coburn, with Joe Howard, second. Time, 2:25. This race was a fine one, and was hotly contested from start to finish, but the heavy wind on the backstretch seriously interfered. The riders would come down the homestretch like a whirlwind, but on rounding the curve the effect of the wind was plainly apparent, and they traveled at a snail's pace.

The next race was the one-mile P. A. C. race, for members only, the prize being the handsome diamond Sanford medal, which has to be won three times before becoming the property of the winner. Ed Grath already had a lien on it, and it was fully expected that he would win this race, although Ed Wills and L. D. Cabanne might give him a hard rub. Eight

men started, and it was a procession until about the last eighth of a mile, as the first two laps were made in two minutes; as they turned into the stretch, though, Cabanne caught Grath napping, and got such a lead on him that the best he could do was to finish a poor second. Time, 2:45.

In the two-mile handicap there were eighteen starters. Harding and Cox, of the St. L. C. C., and E. E. Anderson, of Roodhouse, Ill., being on scratch, and the field being strung out all the way up to the 380-yard mark. At the crack of the pistol off the scratch men started, riding like demons and taking the pace alternately in their vain endeavor to get a place. Joe Howard, Ramblers C. C., from 310 yards, quickly caught the three men in front of him and was never headed, although he was closely pressed by Will Coburn, of the same club, who had 250 yards, and he finished first in 4:57¹/₅, with Coburn right up on him. On the last lap Harding left the other scratch men, and worked his way up through the field alone, finishing in 5:02, and breaking the state record for two miles by thirteen and a fraction seconds. Considering that he had only a week's training on the track, and had only a week previous broken the DeSoto road record, that was doing very nicely.

Joe Howard and Will Coburn are two youngsters who will bear close watching, as they promise to develop into fast riders. Howard, recently in training, did a half on a quarter-mile track, that is none too good, in 1:11, and Coburn covered the same distance in 1:14. Both ride under the cherry diamond of the Ramblers Cycling Club, a club which has recently been formed, and the prime object of which is racing.

The Forest Park Road Race

is the all-absorbing topic among the local riders, and no end of dark horses are training for this event, not only new riders, but old riders as well, men who before have never thought of racing. About half the St. Louis Cycling Club will enter, determined to bring the club colors to the fore. Bert Harding has left for Clarksville, with his trainer, and will put in two weeks' training over the Clarksville belt, and he will be joined by W. J. Cox and George Tivy later in the week. Harding has won the time medal in the two previous races, and it will be a very great surprise if it does not fall to his share, with a new record as well, in this race. There is no telling what may happen, though, as Wm. Van Wagoner has sent in his entry, and there are rumors of other fast men from the east, as well as the usual Chicago contingent, being here to liven things up. Entries for this race close with the secretary, W. P. Laing, on May 26, and the prospects are that there will be over a hundred expectant winners with their names on the list. Four high-grade bicycles are up as prizes, in addition to about twenty-four other prizes, tailing down to a sweater and a hat. The first time prize will be a Lyndhurst safety, the second a diamond medal, presented by the *Post-Dispatch*, and the third a gold medal. The handicapping is to be done by E. N. Sanders, the official handicapper, and W. M. Rosborough of the St. L. C. C.

COUNTING WASHINGTON WHEELMEN.

WASHINGTON, D. C., May 21.—Washington offers unusual inducements for bicycle riding, and it is probably on this account that the capital city has such a large number of wheelmen. The late afternoon and early evening is the time when one can see the largest number of wheels in motion, as at that hour of the day the sun's rays do not fall direct upon the roadways to make cycling seem more like work than an enjoyable pastime. At that time of the day those who use bicycles for pleasure only can be seen riding on the streets wending their way to some of the pleasant resorts which abound around the city.

The Number of Wheelmen in the City

is so large that no attempt has ever been made to get the total number. The lowest estimates of wheels ridden in the city place the number at eight thousand, while the greater number of people believe that the total wheelmen and riders in the city will amount to fifteen thousand in round numbers.

The local division of the League of American Wheelmen, of which George B. French is chief consul, has undertaken a stupendous task. Aided by three local consuls, for different sections of the city, a general canvass of the number of wheelmen in the city will be made. To aid him in the work, Consul French appointed Capt. G. W. Cook, of the Georgetown Cycle Club, local consul for all the territory lying west of Rock Creek, which embraces Georgetown, Tenallytown, and a number of suburban towns. Capt. G. Grant Armor, of the Victor Cycle Club, has been appointed local consul for the northwest territory, which is the most thickly populated, and consequently most built up section of the city. Mr. B. F. Larcombe, treasurer of the Arlington Wheelmen, has been appointed the local consul for all the territory lying east of the capital, embracing Northeast and Southeast Washington, and all the territory lying east of the small stream known as the Eastern Branch. For himself the chief consul has reserved the southwestern portion of the city, which he will cover in addition to the other duties of his office.

The province of Brabant, Belgium, has passed some extraordinary laws against wheelmen; but they are slowly getting into the swim. A wagonmaker of Ninove is making a rude bicycle of wood that he sells cheap to the countrymen. The saddle is also made of wood. They only weigh sixty-six pounds. Several of these safeties will be exhibited at the Brussels Exposition.

Light Model 34 Columbia

We have a specially-equipped Model 34 Columbia with wood rims, light Columbia pneumatic tires, and without brake, which is suitable for any rider who exercises ordinary care.

Weight 26 Pounds.

This wheel is very popular with those who desire an absolutely first class machine of light weight which will wear well and do good service, and who do not care for the extreme lightness of a semi-racer.

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MENTION THE BEARINGS

IDEAL TRAINING QUARTERS.

How Tom Eck's Men Enjoy Themselves at Syracuse—Just Like Camping Out.

SYRACUSE, N. Y., May 21.—Sunday was spent by a BEARINGS' representative in the Stearns' training quarters at the state fair grounds. It was a novel experience.

Taking a West Genesee street car, transferring at the canal, thence out by the soda-ash works, to the end of the tracks, thence walking down through great rows of salt evaporating sheds, that extend for miles and miles away on either side, through barb-wire fences, over freight cars on the West Shore tracks, and through the fence by means of a broken picket; across the field, past building after building, reminding you of the World's Fair grounds because so different, so small in comparison, and yet large, we finally reach the dining-hall. "Hotel D' Eck," the two dozen boys in training call it. As you enter the door, you look in surprise at this sign, "In God We Trust, Woman's Christian Temperance Union, For God, and Home, and Native Land."

It is the remnant of the last state's fair building. We are in the W. C. T. U. Building.

A large table runs the length of the room, and across the end, covered with oilcloth.

An Appetizing Odor Comes From the Kitchen

in the rear, where two colored cooks are preparing to feed the score or more hungry cyclists. Racing men are everywhere, reading for the most part, and all happy looking. Mrs. Eck, graceful and pretty, claims the attention of a number of young gentlemen; while little Irene, Tom Eck's beautiful child, is romping over the bare floor with Marguerite, the pretty little daughter of Mr. VanWegenen, of E. C. Stearns & Co., who is overlooking the culinary arrangements in the rear room. "Dinner!" shouts somebody, and away go the boys. All are hungry. Good, wholesome food is set before them. Tomato soup, chicken fricassee, boiled potatoes, and good, warm milk.

Today is Sunday, and ice-cream, served in generous quantities, tops off the feast. All leave for the sleeping quarters to take the regular afternoon nap. Mr. and Mrs. Eck busy themselves preparing a dinner for Jack, the young brother of Tom Eck, who is laid up over at the house where Tom and his wife live. Jack has a bad hip, coming originally from a twist received while racing on skates late last year. While riding down-town a week ago he fell and opened the wound, and is just getting around again. Eck expects to make a speedy rider out of Jack, and has not been disappointed in his riding so far. Jack is only fourteen years old, but looks eighteen, and is large for his age.

While resting from our meal, Mrs. Eck brings out a large sack of pictures of old timers, and later ones, too, and a pleasant hour is spent in reminiscences of old times. Pictures of Tom Eck in his boyhood days show him to have been as gray at sixteen as he is now. The grayness was caused by a boat ride, the boat capsizing and two out of the five being drowned. Eck was one of the party, and the horror of it turned his hair as white as snow. In his younger days he dyed his hair.

The Training and Sleeping Quarters

of the team, or rather teams, were next visited. The building is a long new building, with stalls on each side. Skylights in the roof give it a pleasant appearance, and card tables, writing tables, and rubbing tables occupy the center aisle. In the stalls to either side the boys sleep, and when it is known that over a dozen on each side are occupied, the hotel D' Eck will not seem so insignificant. The rooms are tastily arranged, and pictures adorn the walls. The riders sleep on comfortable cots and mattresses, and are made amply warm by blankets, for the wind sometimes whistles under doors and through cracks.

Here are also quartered several helpers of Trainer Eck, who help him to care for his stable.

George F. Taylor has been here but a few days, and has not fixed up his room. Charlie Murphy has a tastily arranged stall, with a large curtain which he draws up at night, covering the front. John S. Johnson's room is prettily arranged, and many pictures adorn the walls. Canvas is on the floor. Others are as tastily arranged. It is not unlike camping out, and is very comfortable, the boys say.

A horse and wagon, sometimes a hay-rack, carries the crowd to town every day, when they are not engaged in riding. Cards are played constantly, whist and hearts being favorites. The gong sounds, and all are up at 7:15 a. m. and rubbed down. The breakfast is ready at 7:45.

Training Begins at 10 O'clock,

when one brigade goes out. Six, seven, and ten miles are ridden at a good clip, and while this brigade is being rubbed down the second goes out, and so on. Johnson and Callahan alternate in pacing one brigade, Murphy and Taylor the other, and Tuttle and Dawson often take a hand. A nap is taken after dinner.

In the afternoon sprinting and fast miles are ridden, and at 6 o'clock supper is ready. At 9:30 the gong sounds, and all go to bed.

This then is the work and the quarters of the greatest aggregation of racing men ever gathered under one trainer. There are over twenty-four, and all are riding like the wind.

Trainer Eck has a herculean task on his hands, but with his well-known ability will turn out a lot of fast men. His boys are gathered from all parts of the United States, and there is Hyslop, of Canada, who, however, just

left for home for a visit, and Bernito Zalamea, of Bogota, champion of South America, and more are coming shortly. Many, in fact most of these men are going into Class A, and are paying their own expenses (about \$6 a week for board and care). Class A men are riding Yellow Fellows from choice. All will be arrayed in costumes of the peculiarly pretty shade of orange, adopted by E. C. Stearns & Co.

The Track Is a Half-Mile,

and that it is fast is proven by Murphy's fast half in 1:00, and other like performances.

It has been two weeks since the crowd was gathered together, and sixteen men have ridden in 2:20, or better, and all are capable of doing so.

Nat Buttler, winner of the Linscott, had never beaten 2:34. Two weeks at the track and he did 2:20, and Mr. Eck says would have beaten 2:12 properly paced.

Herman Klinsman, of Rochester, Minn., Mr. Eck's protege, has left for home, owing to his father's sickness. He uses an eighty gear, is six feet high, has a jaw of great proportions; is a K. of P. man, and dresses to kill. "And," said one of the men, "he rides like a devil." He is not unlike Sanger. Johnson, Taylor, Callahan, and C. M. Murphy, are the regular team. The other members of the party are Ray Dawson, of Boonton, N. J.; W. H. W. Peltier, Fort Wayne, Ind.; Marion Black, Fort Wayne, Ind.; George R. Thrall, Oswego, N. Y.; L. H. Tucker, Cortland, N. Y.; W. J. Helfert, Utica, N. Y.; E. G. Combs, Pittsfield, Mass.; McGraw, Auburn, N. Y.; Benito Zalamea, Bogota, South America; Harry Elks, Glens Falls, N. Y.; Jack Eck, brother of Mr. Eck; John Gardner, Nashville, Tenn.; George R. Livermore, Worcester, and Esterbrook, C. C. Brown, F. H. Tuttle, C. A. Benjamin, C. Fred Ackerman, Helfred, Atwell, Murray, W. H. Bex, and others of local fame.

W. F. Murphy, of Brooklyn; A. I. Brown, Cleveland; W. A. Lutz, Buffalo, and several others are expected.

On Decoration Day the party will separate, Taylor going to Waltham, Murphy to Utica, Callahan to Rome, N. Y., and Johnny Johnson to Worcester, Mass.

The New York state circuit will be followed by the entire team.

CLEVELAND'S BIG ROAD RACE.

CLEVELAND, OHIO, May 21.—Entries for the road race are coming in in a satisfactory manner, and it is confidently expected that they will pass the 104 mark of last year. A special prize of a Columbia racer for the best time made by a novice over the course is stirring up the young riders and bringing in entries at a great rate. Another novel prize, and one that will make a race from start to finish, is a Tribune racer to the rider beating last year's record over this year's course. A new wrinkle will be worked upon the riders this year. It has been decided that no rider will be allowed to go back of his handicap mark at the start.

Collister Not a Candidate.

In the current number of the *American Cyclist* is an article headed "Ohio Politics" which reads as follows: "There promises to be a warm time and considerable feeling at the next meeting of the Ohio division, which will be held at Cincinnati July 4, when nominations will be made for chief consul. There is a strong feeling in Cleveland that George Collister is entitled to the nomination and northern Ohio will make a strong fight for him. The southern Ohio men have a candidate in Parker G. Reed, of Chillicothe, who will receive the unanimous support of the southern part of the state. The fight promises to be one of the liveliest ever held in the state of Ohio."

Two or three months ago there might have been some excuse for the above, as Mr. Collister's friends did start a little boom, but without his knowledge or consent. When he was asked to indorse the movement, he stated that business matters would not permit of his running and positively refused to consider the matter at all. And this was over two months ago. As the situation now stands, Mr. Reed will not only have the unanimous support of the southern portion of the state, but of the northern portion as well. There will be no fight at all, and it is better so, as matters pertaining to the League seem to be in a somewhat unsettled state in Ohio, and a factional fight would be a bad thing for the Ohio division.

The Rover Wheel Club has moved into pleasant quarters on Euclid avenue near Willson.

A novelty in a club run was called by Captain Munhall, of the Lakeside Club, for Sunday last. It was called a Coxey run and participants were instructed to wear their shabbiest outfits, with old straw hats or silk tiles for a head covering. A commonweal handout at Dover was also on the programme, washed down with lake water; also speeches upon good roads by club members. Fortunately (I use this word only because the run was called for Sunday) the weather clerk interfered and the run did not materialize.

The Illinois Club Is Thriving.

The Illinois Cycling Club has upward of three hundred and twenty-five members now, and forty-five applications on the board. The club will shortly hold a meeting to discuss the question of a new clubhouse. A larger one is needed. A year's lease on the present house is held, but the club feels it is well to begin early. A most effective means of collecting dues is followed in this club. The accounts of all members, though only a month back, are published on the board, and once a member is expelled, his name is placed on the black list, which occupies a prominent place.

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Morgan & Wright '94 Pneumatics; Dust-proof BALL
BEARINGS throughout; Beautiful finish....

Weight, 32 lbs.

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AT THE TOP.

EXCELSIOR

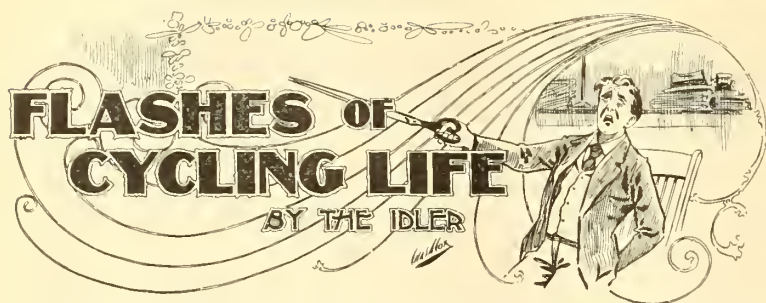
YOU MUST RIDE AN
EXCELSIOR TO GET THERE.

THE "BEESTON" OF AMERICA

EXCELSIOR SUPPLY CO.
250-252 WABASH AVE. CHICAGO.

Responsible dealers write for complete catalog and terms on the latest, strongest, and
lightest American built cycle, for high class trade.

MENTION THE BEARINGS.



"If there is anything I do like," said the editor running his be-jeweled fingers through his rich mass of wavy black hair, "it is a practical joke well played. There's a heartiness about a practical joke that appeals to me strongly, even when it is played on myself."

The gang that usually hangs out in the editor's private room and supplies him ideas for the brilliant editorials, for which he is so justly famous, all agreed with him and said that they did, too.

"I remember," added the editor leaning back in his chair and caressing his knees, "of a good joke that was once played on me and I have to laugh at it whenever I think of it. We were all going down east to attend the Philadelphia show, and there were about thirty of us in the same sleeper. A certain Chicago maker was aboard and he had a lot of small parts—forgings and the like—with him. He carried the whole lot in a stout canvas bag, and that bag with the parts in it weighed about forty pounds. It was as much as a good man could lift. Well, I went to bed early; I was tired with one thing and another and I soon fell asleep. And what do you think they did to me?"

"Set fire to your berth?" asked the new sub-editor, who always will put in at the wrong time.

"Naw," replied the editor in disgust, casting a look of unspeakable disgust at his assistant. "No; they didn't do a thing to me. They just took that bag, stole to my berth, pulled the curtains aside and gently laid that bag right on my face and head. I was lying on my right side, and they put the bag on me so softly that I didn't wake. Well, sir, I slept there with that forty-pound bag of parts on my head for four hours before I woke up. Dream? I dreamed I was in a railroad wreck, and that the engine was on my head and that I couldn't call out to tell 'em to take it off. I dreamed I was buried alive and that they put a mountain on me to keep me down. I dreamed that somebody was trying to build a Masonic Temple on my head and that I didn't have strength enough left to cry out for a policeman. What didn't I dream! At last I woke up and found that condinged bag on my face. I give you my word I didn't get my mouth straight for three months after it."

The gang all laughed, and said they thought it was funny.

"Did you lick the maker?" asked the new sub-editor.

The editor gave him a withering glance.

"What! I lick any one for a practical joke? Not much. But I got even with him, I did. You know he had some beer in bottles and every now and then he'd get out a pint and drink it. When we came to Pittsburg I bought a bottle of cotton-seed oil and filled one of his beer bottles with it. The beer bottles, let me say, had patent stoppers so he didn't notice this particular bottle. Well, he filled out a glass and tossed it off quick before he thought of what it tasted like, and then there was trouble. I never laughed so much in all my life."

The gang all laughed too, and said that the maker must have felt real mean.

"Why, that's nothing to the joke that 'Pop' Brewster played on Davy Post," said the man who keeps posted on League politics. "That was a beauty."

"What was that?" asked the editor, his rich gazelle eyes brightening at the prospect of a really good story.

"Why, you know," replied the politician, "Davy Post once visited Brewster at Brewster's house in St. Joe, Mo. Mr. Brewster entertained Davy royally at dinner, and at midnight took him up to his room. But 'Pop' had fixed the bed. He had taken about two quarts of granulated white sugar, and had spread it out thin over the sheet. 'Pop' left Davy to his slumber and went to bed chuckling about the game he would have in the morning.

"The morning came and Brewster went up to Post's room to wake him. He found Davy snoring comfortably.

"Get up!" said Brewster, "It's 9 o'clock. How did you spend the night?"

"Fine," says Post, "Never better. That's a great bed of yours, Pop."

"Brewster was staggered. He looked at the bed, but there wasn't a sign of the sugar on it. Post's body was as clean as a new pin. Then Brewster picked up the sheet and examined it. Not a grain. Pop never opened his head about it, and neither did Davy. But that day Brewster ransacked the room to find out where Post had put the sugar. Not an ounce of it could be found anywhere, and Brewster to this day has no more idea of what Davy did with the sugar than the man in the moon."

"He ate it up, didn't he?" asked the new sub-editor.

"No," said the story-teller. "When Brewster left him he undressed, said his prayers—"

"What!!!" roared the gang.

"—and was about to tumble in when he thought he saw something shiny on the sheet. He felt it and found the sugar. Then he gathered up the sheet, filled the wash-bowl with water, put in the sugar, dissolved it and threw the water out of the window. He told me so himself down at the Assembly meeting."

"Well, that was immense!" said the editor, who here arose and went out into the composing room to look at the forms. When he returned he repeated:

"Yes, sir, if there's anything I do like it is a good practical joke well played," and then he sat plump down on a two-inch tack the gang had fixed for him during his absence.

The Educated Cyclist.

We read in an English exchange that two cyclists were touring through a southern district of the "right little, tight little island," when they suddenly made an alarming discovery. By pure accident they found a sample of the *Gymnogramma Leptophylla* growing right by the side of the tow-path.

Readers of THE BEARINGS, and especially such readers as are in the custom of touring in the country, should at once see the huge importance of this amazing fact. Our English contemporary says that if the two cyclists in question had not been blessed with a brave knowledge of botany the world would, to this day, be ignorant of the fact that the *Gymnogygzg*—please excuse us—was growing there by that tow-path. But being learned in that science the *gymno*—etc., stood revealed in all its glory, and now all the factories that have been closed down can resume operations.

We have always regretted the fact that our American cyclists are so densely stupid in the matter of botany and kindred sciences. No doubt many of our best century runners have gone right by whole dozens of *zibgeragjag-geroggonicon bazaza* growing on the wayside without even noticing it; while some timid, shrinking specimen of the *bolwolicoljigger-jugger terroorum* has no doubt skulked behind hedges or trees and totally escaped observation.

We advise our readers to furbish up their botany, and to take no risk in the future. Just fancy scorching by a full-blown bit of *bumwumsicumopod tarara* and never making a note of it. Why, the mere thought is enough to make one lose a night's sleep.

And Why Should He?

First delegate A. C. C.—Are you going to ride in the big road race Decoration Day?



Second delegate A. C. C.—I should say not. Do you think I'm going to show the public my shape when not one of those nasty cycling papers even published a bust picture of me?

W. H. Wells will ride in the Irvington-Milburn road race, Decoration Day. Graves will start in the Hoyland Smith road race on May 30, and Leeming says he will certainly win the time prize. The Spalding team will cover the entire circuit this summer, going as far west as Denver. Titus rides his first race this year at Asbury Park.

From Pittsburg to Butler is a thirty-five mile plank road that is a terror for pneumatic tires in dry weather, when the bristles all stand up on end. In wet weather one may ride over this road without danger. It is the favorite run for Pittsburg cyclists, who have but very few runs that can possibly be made favorites.

The Aristocrat of Cycledom

is the only proper way to describe the

RALEIGH.

Don't you want to handle a machine that
will establish your reputation as a
dealer in

HIGHEST GRADE GOODS?

Write us regarding agency

Raleigh Cycle Co.,

289 Wabash Ave., CHICAGO.

2081-2083 Seventh Ave., NEW YORK.

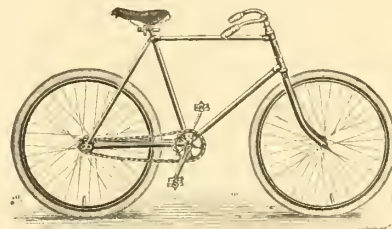
P. S. Don't forget to write us for our catalogue of Sundries and Supplies.

MENTION THE BEARINGS

Built upon
Honor.

W
A
R

A Steed of
Steel.



WARWICK

BICYCLES

Every Latest
Improvement.

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Scientifically
Superior.

SOME BICYCLE INSTRUCTION
FREE IN OUR CATALOGUE.

WARWICK CYCLE MFG. CO.,

SPRINGFIELD, MASS.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, MAY 25, 1894.

No. 12.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

WE CAN'T HELP IT.

You will pardon us in again referring to our phenomenal, unapproached, unheard of success. We're mighty proud of it, and the best of it is we have a right to be, owing to the fact that we did what we promised to do; did what we set out to do. This company, with the Fowler wheel, came, in one year, 365 days, to the very front rank, to the very top notch of fame, honor and position in the cycle trade.

In construction we fairly outdid older and more experienced makers. Our wheel was at once recognized as a winner, and it is with the keenest of pleasure that we squeeze the large sponge, free of gall and wormwood, in the eyes of competing manufacturers in the matter of winning races. Just think how we everlastingly walloped them. Oh, ye gods! how unkind you were to them! Think, ye gods, how many hundreds of cold hard plunkers—shining simoleons—they expended to make

a showing by the number of wins, and then to have us—us, mind you, with only our first season and without hired men to come

in and scoop them—scoop them, we say—simply played tag with them. What then, ye gods; was the cause? Don't study for the reason; the reply is already on all lips—greater rigidity, strength, scientific construction, perfect bearings, fine position obtained by rider, and material bought with the money that others spent on their hired men, trainers, horses, and mules.

The Fowler is in the lead, and will stay there. You need have no fear we'll make 'em yell "As good as the Fowler" this year till their throats are blistered.

A TELEPHONE MESSAGE.

"Hello there, Boston!"

"Hello; who is this?"

"This is Emery."

"Hello, Ben."

"Hello, Fowler; this you?"

"Yes. Say, Emery, how's things?"

"Out of sight; business immense; can't keep a Fowler about the place. Why don't you people let us have more wheels?"

"Why man, we have shipped you thirty in the last week; what do you want any way?"

"We want 250 wheels here as quickly as possible. Get us any way twenty-five ladies', twenty-five Bantams, high and regular frames, and forty regular model 25's as quickly as possible, all by express. Ship any thing you've got. We have already sold from 415 to 425 Fowlers this year, and will make it 700 if you get us the wheels. Will you do it?"

"Will we? Why man, we'll run night, day, and Sunday to get enough wheels to supply our agents."

"Say, Fowler, we will put more wheels in Boston and ten miles around than any other wheel in any ten-mile territory in the United States, no matter what make. Get 'em along to us, will you?"

"Yes, indeed. You can depend on us to make reasonably prompt shipments."

"Say, Fowler, this is a long ways to talk, ain't it?"

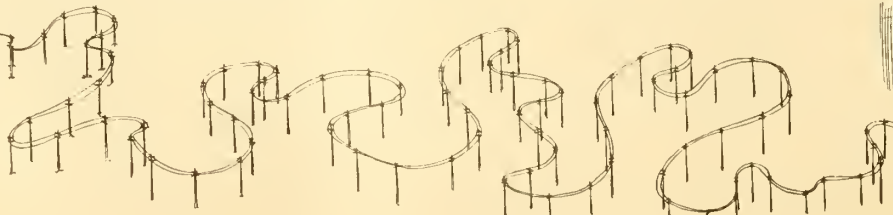
"Yes, Ben, over 1,000 miles." Just here the operator says five minutes, and

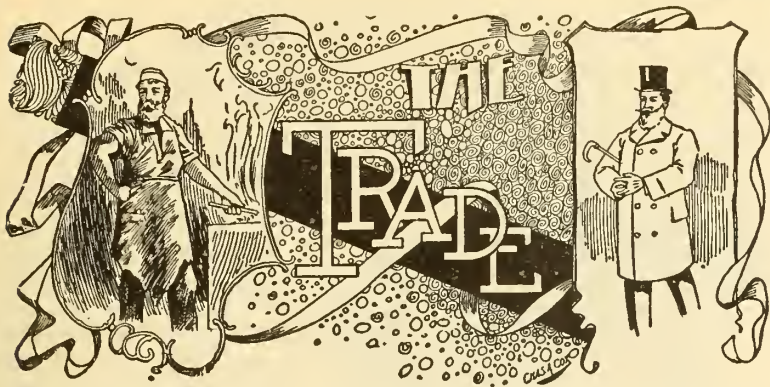
with kind regards to Mr. McIndoe, Emery's partner, Mrs. Emery and her little daughter, up goes the receiver, ting-a-ling goes the bell, and the largest telephone order for bicycles in the world has been given, and for immediate delivery, in May at that, and greatest of all, coming from a city where, within a radius of 150 miles of the city are made one-half the high-grade bicycles in the United States.

We believe by time snow flies that more Fowlers will be ridden in Boston and ten miles around than any other wheel in any other ten miles in the world. We therefore ask some pointed questions: Considering the fact that the Fowler is competing with all the world's best wheels, being sold alongside of wheels whose makers are the oldest in the business and who unhesitatingly claim that their wheel is unapproachable, considering the Fowler listing from \$3 to \$25 more than the "oldest and best" productions, the Fowler being sold for full list price, we rise to a point of personal privilege to say that the Fowler wheel was never excelled in a single thing that goes to make a strictly first-class bicycle, and we are beginning to doubt if there ever was or is its equal, although competing manufacturers and agents continue to yell "As good as the Fowler."

THE FOWLER KING B,

our new track racer, weight seventeen and one-half pounds, with five and one-half-inch tread, will be out by June 1, and will be called the Fowler King B. Rest assured that it will contain every thing to be a speed maker, and when some of the Fowler riders get to work watch the truss framed western wonder. You will need no sunlight in which to watch the glisten on the rims of Fowlers; they are not these lardy-dardy, d r y - d a y asphalt pavement poems, but are put up in a manner to go anywhere.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

PITTSBURG HAS BAD ROADS.

If It Were Not for This Fact the Smoky City Would Have Everybody on Wheels—The Trade.

PITTSBURG, PA., May 21.—Pittsburg is a city of hardy road riders; Pittsburg's hills are very hilly; Pittsburg's roads are very rocky in all senses of the word; Pittsburg is essentially a city to test all the good qualities of a wheel, and to make a faultily constructed machine a glaring example.

There are fewer cheap or inferior wheels sold in the smoky city than in any city in the United States, and there are no wheels manufactured there. More wheels of the good old standard makes are sold than any other. These stand the wear and tear.

Pittsburg's Trade

is in a much healthier condition than that of some other cities of the United States. The demon, "Cut Prices," has yet to visit this city.

There were few, if any, failures last year, and there will be none this season if the cycle business still continues to thrive. Smiles are seen on the faces of all dealers, for buyers are many, and in time sales larger first payments are made and shorter time asked for.

Could Pittsburg have the miles and miles of asphalt that Buffalo, Washington, or Detroit enjoys, her riders would discount any one of those cities in numbers.

Cycling Is Popular Here.

A casual visitor wonders why. The streets of the city proper are anything but ridable, and once outside the city, it is up! up! up! or down! down! down!

According to the riders of Pittsburg there is only one respectable run out of the city, and that is over the Butler plank road, thirty-five miles out to a town called Butler. And this road is a terror for pneumatic tires in dry weather, for all the splinters then stand straight up toward the sun. It was over this course that the late great road race was run by the Pittsburg Press, a live evening and Sunday morning paper.

During the past week there was exhibited the old wheel (boneshaker) that was responsible for the cycle business of the city, or at least, was first in the field. This was one of the old style boneshakers, with pedals on the front wheels. In its day it cost \$40, and is still the property of Howard Bidwell, of Howard Bidwell & Co. Today the Pittsburg trade is as follows:

The Pittsburg Cycle Co.,

428 Wood street, deal in sporting goods and bicycles. They have a large, well-arranged store. A. H. McGowin, well known throughout the United States, is manager. Another store is run in the East End at Ellsworth and Center streets. This company handle the Union, Tribune, and Vigilant, Sunol, and Falcon line, and job sundries. Across the street is the store of J. B. Koercher, a large hardware dealer, formerly at 442 Wood street, now at 439, with a large bicycle department on the second floor, in charge of young Barker, a well-known local wheelman. The Rambler is the leader, and the Queen City, and Reading wheels are handled. Mr. Koercher sells wheels only for cash, and is meeting with great success.

A. G. Pratt & Co.,

502 Wood street, handle A. G. Spalding & Bros. sporting goods line exclusively for the city, and sell the Victor, Spalding, and Credenda wheels. C. H. Petticord, well known as a long-distance rider, is in charge of the bicycle department.

James W. Grove, 66 to 70 Fifth avenue, has an immense fancy goods and notion store. John Grove is in charge of the bicycle department. The wheels are neatly displayed, and include the following well-known styles: Columbia, Hickory, Eagle, and Western Wheel, and Featherstone lines.

Several stores are located along Smithfield street.

The Howard Royer Hardware Co.,

near the bridge, are new in the field. The Westminster, Western Wheel, Reading, and Falcon lines are handled. W. E. and John Woodwell, 632 Smithfield, are also hardware dealers. They are not advertising, and are consequently little known in the trade. The Remington and Courier wheels are carried.

Lou B. Fleming, 704 Smithfield street, has a prettily arranged hardware store, and handles the Stearns and Premier wheels.

J. A. Johnson, 706 Smithfield street, is a son of J. H. Johnson of the Great Western Gun Works. The bicycle department is in the rear of the store. The Fowler, Liberty, Warwick, Hartford, and Waverley lines are handled, and the business is reported booming.

Logan, Gregg & Co.,

Seventh and Penn avenue, are dealers in hardware, and a large firm in this line. Bicycles occupy the entire center of the store. They handle the Sterling, Martin Special, Buffalo, Envoy, Fleetwing, Triangle, Athletic, Henrietta, Fashion, and Pathfinder. Mr. McKenzie is in charge of the bicycle department.

W. M. Justice, 705 Penn avenue, has a small store which is doing a business out of proportion to its size. He manufactures the well-known bicycle stand which bears his name. The Phoenix wheel is pushed, and has been made very popular by this energetic gentleman. In the recent road race it captured nine out of twelve time prizes, all wheels being fitted with Palmer tires. The Eclipse, Kenwood, and Chainless wheels are also handled.

Banker Bros. Cycle Co.,

Center street and South Highland, are away over in the East End, and transact all business in the evenings. This is the handsomest store in town, being light and handsomely fixed up. Among the decorations are photos, large and small, of the famous Banker brothers team of four riders, with a large array of trophies captured by them in their long and successful career on the track. They handle the Cleveland, Raleigh, Royal, Gendron, Western Wheel, and Yost lines. Arthur Banker is at present in charge, George being in France, Al in Chicago, and Will in Buffalo.

F. W. Hall & Co., also in the East End, handle the Ide. Moeckel Bros. & Co., and J. A. Peitzel are located in the East End, and are both repair firms. A large woodenware firm have entered the cycle trade, the L. H. Smith Woodenware Co., 909 and 911 Liberty street, handling the Globe, Mascott, Envoy, and Fleetwing.

The Bindley Hardware Co.,

at New Grant and Seventh avenues, are handling the Winter and other wheels. S. F. Hayward & Co., rubber goods dealers, push the Eastern Rubber Works line in Pittsburg.

The Pittsburg Tire Protector Co. is a concern lately organized to market a really good article for tire protection from punctures. This is a wire gauze encased in a rubber covering, and weighs only about seven ounces. The article lists at \$5. It is claimed for this that it can not bunch up in the tire like cotton, and that it is an utter impossibility to drive a nail through it.

Allegheny, just across the river, has no cycle dealers, and only a few repair shops.

Harris Bros. Have Been Delayed.

The Harris Mfg. Co., of Buffalo, manufacturers of the Harris combination wrench, have met with a combination of unforeseen circumstances, so that they have put no wrenches on the market as yet. They expect a shipment from the factory at Providence this week, and will then begin to fill orders.

The original company that was to make the wrench for them failed, and the present concern promised a shipment early this month, but did not fulfill promises. Orders are in at the factory for nearly 11,000 wrenches, and the Messrs. Harris have orders on hand for nearly this number.

Pope Company Will Remove Its Offices to Hartford.

It is rumored that the Pope Mfg. Co. will close its great Boston store at the close of the present season, and remove its offices to the factory at Hartford. The gentleman giving this meaty morsel to THE BEARINGS man claims that this news is absolutely correct, and that he would not say a word of it, did he not know his informant to be a man well posted.

Words of Praise From a Century Rider.

The Curtis-Child Mfg. Co., of Philadelphia, have received the following letter from M. J. Bailey, of the Century Wheelmen. "Your model H Solid Comfort saddle had much to do with my success in riding with the coaches from Philadelphia to New York and return—220 miles—in less than twenty-four hours. I am convinced that yours is the perfect saddle."

Driver About to Wed.

John S. Driver, secretary of the Palmer Tire Co., and Miss Adell L. Kinzie will be united in marriage June 12. Miss Kinzie is a great-granddaughter of John Kinzie, a veteran of the war of 1812, and who built the first house in Chicago.

Mr. Jeffery Sails for England.

Thos. B. Jeffery, of the Gormully & Jeffery Mfg. Co., sailed on the steamer "Campania" May 19 for England, on pleasure and business bent. He will be away about two months.

The Black Mfg. Co. have been running their plant all this season with full force of men till 9 o'clock p. m., and have not yet carried scarcely a finished bicycle over night; this speaks well for the Tribunes.

LOUISVILLE TRADE.

LOUISVILLE, Ky., May 21.—The bicycle business here still holds up remarkably well, and every dealer reports a very satisfactory trade, with cash sales predominating. Strange, alas, to relate is the fact that collections on installment sales are excellent, something that can not be said for any other line of business.

Prices are being kept up, as far as can be learned, to list prices by every one of the dealers except one, who represents one of the "big three" manufacturers. His competitors openly charge him with cutting prices to make the sale of a wheel, directly or indirectly, by furnishing a complete outfit of bell, lantern and, if necessary, suit of clothes, and sometimes both. It is openly charged that any one, with a little persuasion, or praise of a rival manufacturer, can buy the latest '94 model for \$100. The writer has found no one who has done so, but no man would make such a charge without satisfactory evidence. The same thing was done last year by the same party.

The glowing report sent from here in the last trade letter has brought forward three new candidates for public favor, who expect to make a large share of the immense (?) profits made in the bicycle business. Every newcomer in the local trade usually gets the trade association fever, but after losing three or four trades by the price cutting referred to above, gets over it bravely, and looks out for number one. Several years ago, when there were only three or four agents, they banded together under an iron-clad agreement to live up to list prices, and agreed upon a price for rental. This lasted just one week, when a party called on all of the parties to the agreement and found one who was willing to cut the price. Since then there is no love lost between the parties to the original agreement and "they never speak as they pass by."

Louisville Dealers.

The Kentucky Bicycle Co., 545 Fourth avenue, is composed of C. H. Jenkins, F. S. Byington, and J. A. Wrampelmeier, all three old and experienced wheelmen. Ed Meglemry, ex-member of the Racing Board, is city salesman. This company will handle the Raleigh as their special, and also the Ide and the Union. They will also handle several other makes, for which they are open to correspondence. Repairing will receive careful attention, as well as cleaning and storing of wheels. They will carry a full line of sundries and sporting goods.

Chicago Cycle Co.,

363 West Jefferson, is composed of C. A. Wescott, late of Chicago, and E. A. Mead, of this city. They will handle the Fowler, the Jordan Special, and the Chicago home trainer. Their list of wheels represented is small, and manufacturers will do well to correspond with them. Mr. Wescott has done considerable racing, and has the remains of a fifteen-pound special Jordan that he used in a race at Cincinnati a short time ago. To prevent running into another contestant he ran his light weight into an eight-foot board fence. The only part broken on the machine was the wood rims; the forks and spokes are twisted up in every shape, but no part was broken. The exhibition of this is a great advertisement for them.

Oth. Woodruff, 415 Fourth avenue, is agent for the Premier and the Kenwood. His stock of wheels is kept in the front part of a hat store in which he is employed as manager. If he can do the business he expects to do, he will branch out in an exclusive cycle business.

The above comprises the list of new dealers. Of the old dealers, Jeffers Bros., Third and Chestnut, still continue as the leading agency in the largest and most convenient store in the south. They are putting out many Victors at list prices, and point with pride to the fact that out of 300 riders who reported at the starting point of the Park Day parade, 110 of them rode Victors, and not one had a puncture, or broke down. In addition they handle Spaldings and Credendas, with a large line of sundries. In addition, they have the best-equipped repair department in the city or south.

Prince Wells,

632 Fourth avenue, local representative for the Ramblers, Clevelands, and Western Wheel Works, also carries a full line of sundries and sporting goods. He has no reason to complain of trade not being up to expectations.

G. M. Allison & Co.,

432 West Main street, have represented the Columbia for many years, and this year have added the Hartford, Hickory, and Ben-Hur to their list.

Martin & Dressing, 626 Fourth avenue, handle the Lu-Mi-Num, Munger, Waverley, Ariel, Phoenix, and Falcons, and carry a full line of sundries and sporting goods.

R. C. Whayne, 538 Fourth avenue, is making the Southern, and reports a very encouraging business with it this season. He also handles the Featherstone and St. Nicholas lines. Mr. Whayne has done considerable scalping in past years, but has now determined to push his own wheel and let others do the same with their manufactures.

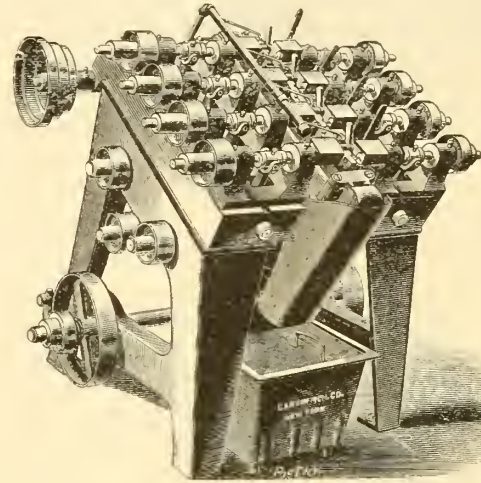
R. J. Walker, Third near Walnut street, is devoting his attention to repairing mostly, but also has the agency for the Lovell's, in which he claims many successful sales.

Chas. C. Noelting, First and Walnut streets, has taken the agency for the Stearns and Sterling, and is pushing them with energy. He received two sixteen-pound Stearns this week, and is training two young novices for the races here.

Fifteen agencies and repair shops is a large record, and unless money matters improve a great deal in the very near future, it is likely to be the case of the survival of the fittest.

AN AUTOMATIC DRILL.

The accompanying cut shows the eight-spindle automatic drill press made by the Garvin Machine Co., of New York, for drilling holes in bicycle chain links. The spindle heads are mounted in opposite pairs on the plane surface of an inclined frame, on which they are adjustable as to their center distances. Thus the several pairs of spindles may be set so as to drill two

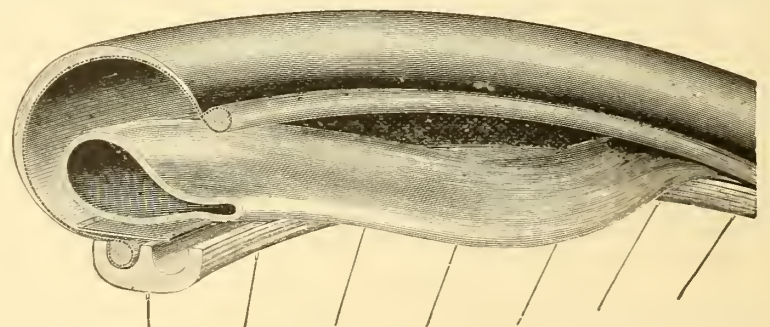


holes in exact line from opposite sides of the work, or parallel holes in each end of a link at one operation. The spindles have automatic feed trip and reverse motion, and can be made to feed up to the work one at a time, in pairs, all simultaneously or in other combinations as the work may require. They are driven by pulleys, having a feather in the outer end of the hub engaging a spline in the spindle, and running on independent hollow studs which take the belt pull, thus leaving the spindles free and sensitive. For each of the two sets of

spindles on opposite sides of the machine, there is an endless driving belt, passing over idler pulleys, one of which is adjustable to provide for taking up the slack in the belt. The fixtures for holding the work are mounted between the spindle heads, on a rail beneath which is a cast-iron trough for conducting the oil and chips to a tank beneath the machine, where the oil is strained and returned to the drills by an automatic pump. The weight of the machine complete is about eight hundred and fifty pounds, and with three-sixteenth inch drills it will produce about five thousand pieces per day, only requiring the attention of a boy to drop in and remove the work, and throw the starting lever.

Light Weight and Resilient.

There are so many tires these days that the novice is at a loss what to choose. But there is always a demand for a good tire, and so the general public is always willing to welcome a new tire, and to give it a test. The latest to bid for public favor is the L. C. Smith tire, made by the L. C. Smith Tire Co., of Syracuse, N. Y. It is a detachable tire, and can be quickly repaired. It embodies in the highest degree the elements of light weight, resiliency, and security. It takes but an instant to remove the tire from the rim, and when it is once fastened on it is there to stay. In case of puncture



the tube can be withdrawn in a few seconds. In appearance it can not be distinguished from a tubular cemented tire, and the rim, in fact, is as well formed as any ordinarily grooved wooden rim. The locking band, which secures the tire to the rim, provides a flat table on which the air tube is supported, carrying the inner tube entirely above the periphery of the rim, at the same time protecting and adding strength to the felly of the wheel. The device has been in actual use for more than one year, and has given the best of satisfaction. The manufacturer of the tire has no connection whatever with the manufacture of the Smith Premier typewriter.

A Thriving Hornellsville Concern.

The Harris Cycle Co., of Hornellsville, N. Y., will give a grand opening of its store this week. The Harris Mfg. Co., of Buffalo, are the backers of the firm, which is the only exclusive cycle house in Hornellsville, which has 14,000 people, and considerable cycling enthusiasm. The Keating and Yost wheels are handled for a considerable territory, and a nice line of sundries are carried. Repairing and renting will be done. One man will be kept on the road in southern New York and northeastern Pennsylvania.

Although the store was only lately opened in a preliminary way, considerable business has been done. This was once the home of the Harris brothers, and they are consequently well known and popular.

Ralph Temple reports a fair trade in the country. The Northern Pacific and Adams Express companies send special wagons each day to handle the shipments over their lines.

ENGLISH TRADE NOTES.

LONDON, May 12.—With reference to my remarks last week, respecting the Starley Pneumatic Saddle Co., Ltd., I may now say that fresh developments have come about during the past week, and Messrs. Starley Bros. state that the name of "Starley" was used in the prospectus entirely without their consent or knowledge. They wish it to be distinctly understood that they have nothing whatever to do with the company. They were, they say, the original patentees of the saddle, which they sold to Mr. Spratley some three years ago. Somebody seems to have erred in drawing up the prospectus. Really, company promoters should be more careful, they may get into trouble if they do not mend their ways. This is the second instance within a few weeks in which names have been placed on prospectuses of new companies without the sanction of the owners. Curiously enough, in both cases the offending companies were in the saddle line. I hope that steps will be taken to saddle the author of the mischief.

I am sorry to say that, notwithstanding the rejection by an enormous majority at the annual general meeting of the C. T. C. of Mr. Thompson's proposal that the club should enter the cycle trade and provide its members with machines at large discounts, several letters appear in this month's *Gazette* urging that the matter be revived. I sincerely trust that the good sense of the majority will prevail and that the trade may not be asked to give special discounts to members, at the cost of ruining the agents who have hitherto served its interests so well.

I understand that the

Maltby Tires Have Been Still Further Improved

and that Mr. Maltby has just patented a new metal band. It is made of a certain amalgamation of metals, and is described as unbreakable. One point about it I like immensely, and that is that it has no joint. Mr. Maltby informs me that the new band can not rust and will not be affected by the sulphur in the rubber. It is also claimed that it is more resilient.

A new phase of the bogus agent business has just broken out, the method of procedure being for the agent to manufacture certain machines himself and then tell his customers (in strict confidence, of course) that the cycles are made specially for him by this or that well-known firm. The idea is certainly ingenious, but I am pleased to say that one or two individuals who have lately put it into operation have been found out by the firms said to make the crocks they have been selling, and if all I hear be true the matter will not rest here, in one or two instances. Another similar method of swindling the public and the legitimate trade, is to make cheap machines and adopt a name nearly approaching that used by some first-class firm. The latest sufferers from this kind of thing are Messrs. Starley & Co., Ltd., who have discovered that a small firm in the east end of London have been making machines which have been called Roverettes, with the obvious intention of leading the public to think that they are in some way connected with the justly celebrated Rover safeties. Really, there are some very pretty gentlemen in the trade just now!

The Beeston tires, which were put upon the market with such a boom last year, have not up to the present done much, but I am pleased to note that the tandem tricycle record made last week by Stroud and Bates, was ridden upon them. The Beeston, although not a very popular tire, is none the less a very good one, and I wonder that it has not come into more general use.

The Trade in Coventry

is reported to be fairly good, but nevertheless I do not think it is quite up to what it should be considering the time of year. We expect to hear of factories working overtime, and not being "only just busy." I fear that things are not quite so rosy as they are painted. Can it be that Coventry has been a little too dictatorial in its dealings with the public in days gone by? I really fancy that a good portion of the falling off in the cycle trade in the city of the Three Spires is due to this fact. The error was made in the days when Coventry stood alone in the trade, but it should have been remembered that things could not go on in that way for ever.

The Coventry Machinist's Co., have just put

Two New Pattern Tandems on the Market.

One is the Swift tandem safety, designed principally for two riders of the sterner sex. The frame is of the ordinary diamond variety, but is stayed from the rear diagonal to the bottom of the steering head with a straight tube running parallel to the upper tube of the frame, and about eight inches below it. The design naturally makes the machine very rigid and there is an absence of that "whip" which is often noticeable in tandem safeties. I understand that the machine can be modified to enable a lady to ride in front, and in this case double steering is employed. The other novelty is the new Marlboro tandem tricycle. This is of the front-steering class and has the main backbone, which is of large diameter tubing, running forward to the front crank bracket from whence it is curved upward to the head of the machine. From the bridge two tubes, set wide apart at the bottom, rise to the saddle lug, from which point a tube is carried forward to a diagonal

which supports the rear handle-bar, and the lower end of which is connected to the main backbone about eight inches behind the hanging bracket of the front cranks. In the gentlemen's pattern this upper horizontal tube is carried forward in front of the diagonal and is connected with the top of the head, but in the tandems constructed for the use of ladies, it is bent down, after carrying the front saddle lug, to the lower backbone, which it joins just over the front crank-bracket, and is then curved upward to the top of the head. The frame is extremely neat in appearance and very rigid. The machines should take well and I hear that the company already has a big demand for them.

By the way, Mr. Bale is justly proud of a letter which he has lately received from R. L. Jefferson, who is riding to Constantinople on a Swift safety. It is dated from Sofia, Bulgaria, on May 5, and runs: "You will be pleased to know that I have reached thus far, and am within measureable distance of the end of my journey. I have nothing but praise for the Swift. In spite of awful and mountainous roads from Belgrade it has stood the strain splendidly. At the Servo-Bulgarian frontier I was knocked off by some villagers, and a determined attempt made to smash the machine. Beyond a slight damage to the front part, which I was afterward able to repair, this was not accomplished, and the bicycle still goes cheerily."

The Whitworth Co. Has a New Crank Bearing

in which the cup is made in two pieces. The barrel of the bracket is of the ordinary pattern having an internal thread at each end. Into this are screwed the collars which form parts of the ball races. The axle is provided with fixed cones at each end, and the adjustment is obtained by turning the collars to which I have referred in an outward direction, which is done by means of a special tool inserted through slots in the side of the barrel cut for the purpose. The collars are locked in any required position by means of another pair of rings which screw in the barrel from the outside, which do not touch the bearings, but only form dust-proof caps. These outer rings when turned round press against the internal collars and so lock them in place. Two washers, inserted between the collars and the rings and provided with small projections which slide in grooves cut in the interior of the barrel, effectually prevent the turning of the outer rings shifting the ball-race collars. Personally I think the bearing is a good one, but not any better, from a practical point of view, than the type generally in use.

WILL O' THE WISP.

Trade in Rochester.

ROCHESTER, N. Y., May 21.—The trade of this city is good, and the prospects for the season are bright. The Rochester streets are all torn up, and new pavement is being laid, prohibiting riding on the down-town streets. The wheelmen avail themselves of the sidewalks. Rochester has a registry system for wheelmen, which costs 35 cents each per year. About five thousand are registered and two thousand are not.

The city has five clubs, the Lake View Wheelmen, which club gives the meet in the New York state circuit June 13; Crescent Club, Y.M.C.A., Century Wheelmen, and Rochester Athletic Club.

The daily papers of the city take only a luke-warm interest in cycling; quite unlike the papers of other places at the present time.

There has been no serious price cutting other than discounts for cash sales made by nearly all the dealers. The cycle business of the city was never better.

The Rochester Cycle Mfg. Co. will sell all the wheels they can turn out, and are surprised at the way business keeps up.

Rich & Sager, the saddle makers, are working overtime, and will make a great many more saddles than they expected.

Both concerns are working nights, the Rochester company until 10 o'clock each night for the first time in its experience. Mr. Kenfield expressed himself as well pleased and surprised at the business being done.

The dealers of the city are as follows: Bettys & Smith, exclusively cycles, handling Union and the Humming Bird, the latter of their own manufacture. C. J. Connolly, 47 Exchange street, is also exclusively in the cycle business, with a large line of wheels, large store, and great reputation for making sales. He has the Rambler, Eagle, Stearns, Raleigh, and a raft of medium grades. Eli R. Dusenbery, 171 Troop street, handles the Telegram at his house. Francis L. Hughes is a toy dealer. He has the Columbia, Triangle, Lyndhurst, and Western Wheel Works line. The Novelty Carriage Works, 74 Exchange, have the Liberty, Sterling, Smalley, Waverley, Derby, Keating, and a line of medium-priced wheels. The Racer Cycle Co., 5 Sophia street, have the Cleveland and Ariel. Robert Thompson, 21 Clinton street, handles bicycles exclusively, and has the Victor, Spalding, and medium grades. Hamilton & Mathews, hardware dealers, have the Remington, Weaver, Palmer, and Richmond; also hardware men have the McIntosh-Huntington line, including the Sunol. Sibley, Lindsay & Curr, members of the dry goods syndicate, sell the Reading for \$59, also Ide and Monarch, the latter at all kinds of prices. Stormont & Koehler are repairers.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
OUR CYCLISTS DICTIONARY-
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.
MORGAN & WRIGHT
CHICAGO

TRADE GOSSIP FROM GOTHAM.

NEW YORK, May 21.—Sales with the Overman Wheel Co. people are greater this year than ever before, and the average sales each day are good. The store is a revelation in this city of what a bicycle palace is like. The strongest point aside from the decorations, which have been described before in these columns, is the entire absence of that crowded appearance of the salesroom, which is generally considered to be one of the necessary qualifications in busy houses. But one wheel of each model is shown, and the store being extra large the appearance of order is at all times most noticeable.

The Victor resiliometer, which attracted so much attention at the cycle shows, has been on exhibition in this city and Brooklyn last week. Louie Peoples, Brooklyn agent for the Victor, had the instrument three days, and during that time was simply rushed to death, practically, testing the resiliency of various tires. The thing proved a great card for Peoples and helped demonstrate to all skeptical persons most forcibly the liveliness of the Victor tires.

The wheel that is attracting more attention than any other in this section nowadays is the League Chainless bicycle, which is propelled by means of the celebrated bevel gear. The machine runs without that clicking sound so familiar in chain driving wheels, and so true are the bearings and perfect the running qualities of the machine that it seems like floating on air to ride one.

Agents in this city and Brooklyn handling the Crawford line of wheels are Sidney B. Bowman, 944 Eighth avenue; Amos Shirley, 47 West One Hundred and Twenty-fifth street, and W. C. Hodgkins & Co., 300 Broadway, in New York, and Louis Peoples, 1175 Bedford avenue, Brooklyn. These firms are all hustlers from the word "go" and are placing the Crawford wheels where their merit should have them, in the front ranks. Barney Whymper, manager of the company's place at 72 Reade street, reports an increasing demand for the wheels.

Since the new branch store of the Wilson-Myers Co. was opened in Brooklyn two months ago over two hundred wheels have been sold, and that too in view of the fact that practically nothing was done during the first two weeks, owing to the cold weather and snow, so that in reality the average has been about thirty-five machines per week or six sales daily. The record still remains at eighteen wheels in one day.

Always on the alert for novelty, Manager Schwalbach's latest move is to send John Backus (Zim's Dark Secret) to Paris to join the champion's party. All that Alex wants in return is Backus' promise that he will never come back to America, and that he will wear a suit of clothes on which, in large red letters, are the words, "I ride the Liberty."

Foster, Allen & Co., the athletic outfitters, are making a determined bid for the patronage of wheelmen. They make startling offers in the line of bloomer suits. They also make a specialty of ladies' bloomers and knickerbocker suits, full tailor made, in serges, coverts, Bedfords, and hopsackings. Complete lines of tennis and general sporting outfits are also carried in stock, and the name of Foster, Allen & Co., 1788 Broadway, is rapidly becoming as well known among cyclists as many older firms in the same line.

The Rambler is catching on in a way that is surprising. Schwalbach knows how to boom a wheel, and he is letting no grass grow under his feet in letting the Gotham riders know that G. & J. are building one of the hand-somest wheels on the market, and the public is beginning to look at it in the same light as does Mr. Schwalbach. The Rambler is now one of the leaders.

Philadelphia's Distinguished Visitors.

PHILADELPHIA, May 20.—During the past few weeks Philadelphia has been visited by quite a number of prominent cycle manufacturers from all parts of the country. Last week R. P. Gormully, of the Gormully & Jeffery Mfg. Co., and H. A. Lozier, whose name has been made famous by the Cleveland wheel, dropped into town, and during their stay were engaged in looking after their Quaker city interests. Mr. Gormully arrived on Tuesday, and on Wednesday left for Washington, after which he will go direct to Chicago. He was seen at the store of his local agents, Chas. S. Smith & Co., Tenth and Arch streets, and when asked about business, replied that he was very well pleased with the sales thus far, particularly with the showing made by the Philadelphia branch. Mr. Gormully was very enthusiastic over the results that his firm have obtained by exhibiting at the cycle shows in New York and this city, and said it was one of the best ways that a manufacturer could bring his wheel before the public. Prior to coming to Philadelphia he was in New York, where on Monday he left Mr. Jeffery, his partner, who sailed for Europe yesterday on the Campana.

There is a movement on foot among several of the local dealers to close their stores at 1 o'clock on Saturdays during the summer months, but it is not likely that it will go into effect unless all the dealers express a willingness to do so. The Overman Co., Union Cycle Co., Spalding & Bros., Charles S. Smith & Co., and a number of others are in favor of the movement. Others argue that the hour is entirely too early, giving as their reasons, that it would greatly inconvenience their customers, some of whom do not get away from their business until after that hour.

Buffalo Dealers Can Not Agree.

BUFFALO, N. Y., May 21.—The past week has been a very satisfactory one to local dealers, but there is a cloud on the horizon, the significance of which can not, as yet, be estimated. The fact of the matter is that one of

the largest dry goods houses in the city has purchased a job lot of the defunct Geo. R. Bidwell Co.'s wheels, and are listing them at \$50, and while they are meeting with a fair sale, the dealers are not greatly alarmed, and do not anticipate that the action of the dry goods house will cut much figure. Another bone of contention among the dealers is the "trading" business, that is the trading in of old wheels for new machines. Some of the dealers allow exorbitant prices on the old wheels, and the smaller fry can not compete. The question was brought up before the local association of bicycle dealers, and resolutions were passed that an appraiser be appointed who should set a price on every old machine to be traded in. One of the largest dealers in town, however, objected, and stated that he would not recognize the appraiser, but would trade in, sell wheels, and conduct his business as he saw fit. This, of course, killed the resolution and the hopes of the prospective appraiser for a soft snap.

The Pope Mfg. Co., having been dissatisfied with their representative here, have opened up a local branch for the sale of Columbias. This action has not disturbed the dealers to any great extent, for the reason, so they say, that they have come into the field too late in the season. Be this as it may, however, the fact remains that Buffalo has never experienced such a boom in wheeling as it is experiencing today. So far in the season the sales of wheels in Buffalo have been from 30 to 40 per cent greater than they were at the same time last year, and the factories are still crowded with orders.

The Stearns is cutting quite a dash, and Geo. F. Lutz & Son, the local agents, are doing a good business with it. Scarcely six of these machines were sold here last year, but there are already sixty of this year's wheels in use here this season.

The Niagara Cycle Fittings Co. are working day and night to keep pace with orders for pedals and sundries.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton,



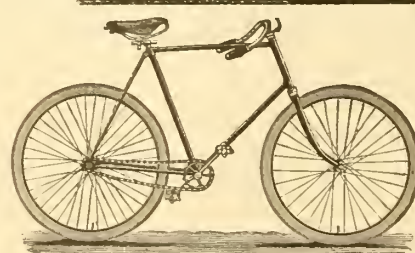
Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge for "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting,

which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R. R.,
195 Clark street, Chicago, Illinois.

IT'S THE Prices and Quality THAT SELL OUR GOODS.



'94 Western Wheel Works' CRESCENTS are everything claimed for them, and are having a remarkable sale in our territory, viz: Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.

Our own make of SYLPHS and OVERLANDS in highest and medium grade, speak for themselves.

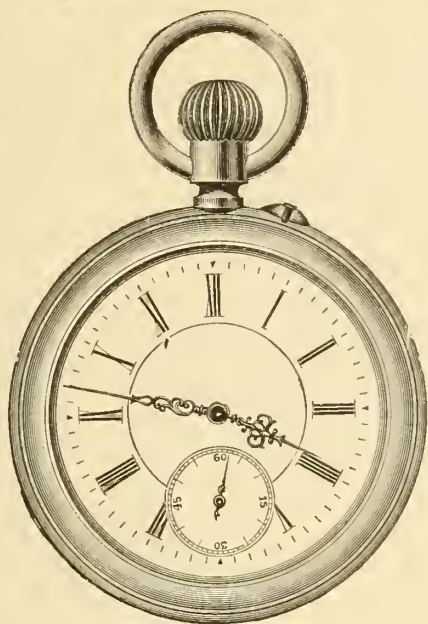
The SYLPH line being pronounced handsomest of the season, including one model that received highest award at the World's Fair, while the OVERLAND has gained a reputation for being a staunch, reliable, and trustworthy cycle, equal to many styled highest grade and selling at a higher price

CATALOGUE FREE.

AGENTS WANTED.

ROUSE, HAZARD & CO., 142 G Street, PEORIA, ILLINOIS.
Mention The Bearings

THE BEARINGS
CYCLING AUTHORITY AMERICA



WATCH

for

The Triangle

on the

ROAD and TRACK
during the coming season.

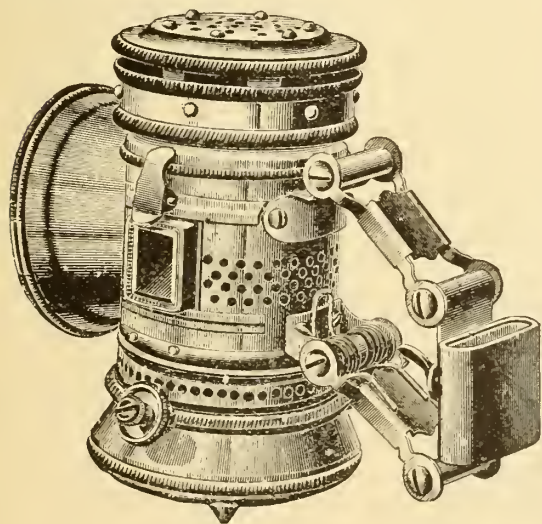
It will keep you busy.

Also write us for Catalogue.

THE PEERLESS MFG. CO., Cleveland, O.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR
HDW. CO., 535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania, and New Jersey.

MENTION THE BEARINGS

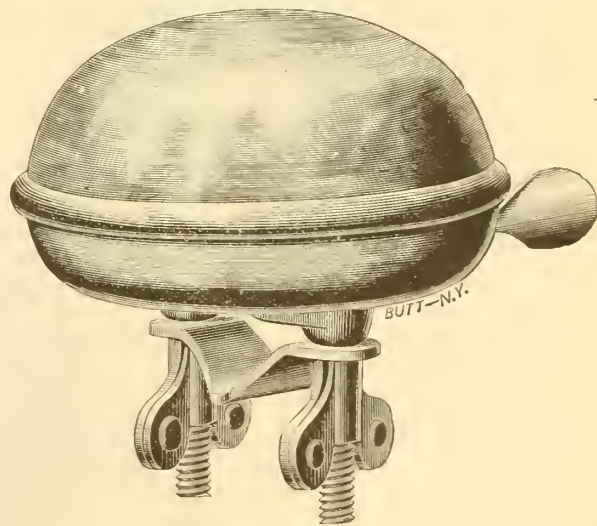


**BRIDGEPORT
BRASS CO.,**

BRIDGEPORT, CONN.,

and . . .

19 Murray Street,
NEW YORK.



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction . . .

The only FIRST-CLASS Bicycle Lamp.



Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.

Price, \$3.50 each

MENTION THE BEARINGS.

...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

Wise English Makers.

England, until the last few years, has always led in the construction of bicycles. Her manufacturers have always brought out the newest ideas in cycle construction, and it has only been in the last few years that American inventors have come to the fore and shown that other people than those from on the "tight little isle" have brains, and know how to use them. At the present time America leads, and it will make the Englishman use up a deal of gray matter before they can hope to regain their lost supremacy. But this does not signify that our friends do not know how to build a bicycle. Far from it. They know all the secrets of the trade, and know how to turn every little point to advantage. In one point they show that they have not lost all their cunning—they know that it is folly to use wooden rims. They know that they are liable to warp if subjected to use in a damp climate, and break, too, if subjected to a sudden jar. If they do break, some one is liable to be hurt.

While the English still cling to the old-fashioned steel rims, they are progressive enough to recognize the superior points of the celebrated aluminum rims, made by the Eagle Bicycle Mfg. Co., of Torrington, Conn. Said a traveler for a prominent English house who is at present in this country: "You Americans, I must admit, are beginning to learn the fine points of the business, and you have some ideas that are far ahead of ours; one of them is the aluminum rim. It is certainly superior to anything yet turned out in the way of rims, and I must compliment you on them. They are light and strong, do not rust or warp, and stand up in a remarkable manner. You must also remember that the lightness is one great point in their favor. A pound saved in the rim is worth four saved in the frame and other parts. I predict that in a year or so aluminum rims will be used almost exclusively."

St. Louis Likes Light Wheels.

St. Louis, Mo., May 21. The Knight Cycle Co. report an exceptionally good demand for their light-weight machines, and have had to work nights to keep up with orders. A rather ludicrous incident occurred not long ago. Their workmen were returning home in somewhat of a hurry in the wee sma' hours, when they were accosted by a policeman, and questioned as to what they were doing at that hour. They replied they worked at K'nights.

A great many wheels have been stolen lately, hence the blue coat's extra diligence. Recently a rider left his wheel at a store door, and stepped inside for a moment only, and on going out again, just caught sight of his wheel going around the corner. He gave chase, and the thief dropped the wheel and ran. Mr. Harvey's son's wheel was stolen from the high school when inside a room used for the purpose, and supposed to be locked.

The people who prophesy that light-weight machines must go are not in

majority here. The light weights are more in demand than ever, and when used properly stand better than many poorly made, heavier wheels. There is no doubt, however, they have to be made very careful, and thoroughly re-enforced. The question of the hour is whether wood rims will stand the roads. St. Louis' experience so far has been very favorable to them. Not long since we had a one-piece wood rim run over by a wagon, and it was only dented a little, while a steel rim would have been ruined. Undoubtedly care must be taken though to keep them well varnished, including the nipple holes, to keep out all moisture.

Busy Factories at Reading.

The three factories at Reading, Pa., are doing an immense business. W. H. Wilhelm & Co. are adding additional machinery weekly and working day and night. They have also rented a large building opposite the factory and state that they will soon have to branch out again. Up to the present time the Wilhelm people have shipped 4,000 wheels.

The Acme Mfg. Co. are turning out twenty-five Stormers daily. Mr. Reber says that the company are adding help to their already large force. Every mail brings in fresh orders, and during the past two weeks more machines have been sent out than the company made all last year.

George Ziegler, of the Relay Mfg. Co., when asked if they were busy, replied: "Busy doesn't express it, or even commence to. We are running far beyond our fondest expectations and are certainly very much pleased. We have no cause to complain."

A new company has been organized in Reading—The Millholland Tube Works. They are supplying a number of firms and their tubing is giving satisfaction. All their machinery came from England, and the Millholland people are said to be making a much better article than is made in the old country.

The Central Cycle Mfg. Co. have had a reproduction made from the original painting of Wagner of the famous chariot race of Ben-Hur. This they are using in their advertisements, and if our readers wish to see a work of art they should turn back a few pages, and take a look at the advertisement of the Central company.

The Burgan Cycle Mfg. Co., of Logansport, Ind., are presenting to the trade a handsome colored pocket map of Indiana. It can be had upon application, providing that a 2 cent stamp accompanies the letter.

The Union Cycle Mfg. Co. write that they are now prepared to supply the Union Special, weight twenty-pounds.

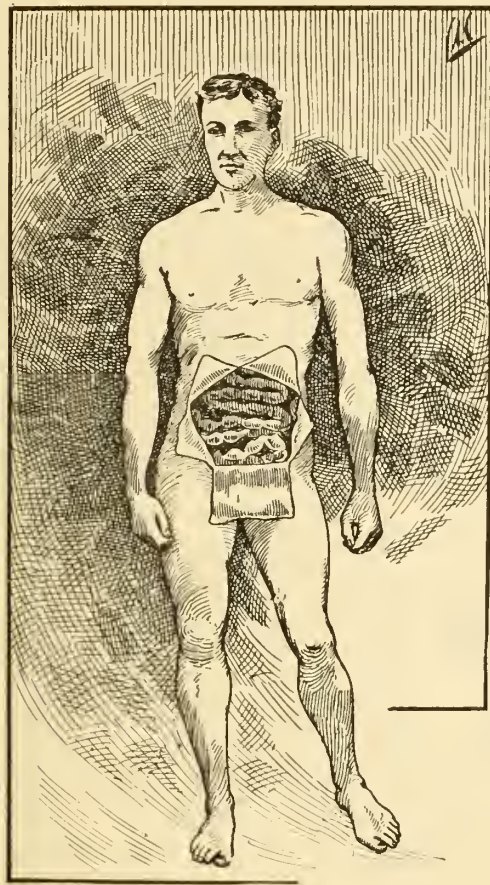
The Excelsior Supply Co., of 250 Wabash avenue, Chicago, are about ready to place their wheel, the Excelsior, upon the market.



RIDERS OF THE CRYPTO BICYCLE

Can take their leisure while others are cleaving their wheels and clothing. It's construction is such that it throws comparatively no dirt whatever on the rider. For long distance riding over muddy or uneven roads it is miles ahead of any other machine. RIDES EASILY, RUNS EASILY, STEERS EASILY. Before you purchase write for our elegant catalogue..

THE McINTOSH-HUNTINGTON CO., Cleveland, Ohio.



The Inner Tubes of man are Vital Points

Likewise the inner tubes of bicycle tires. Life would be uncertain, should human inner tubes contain adulteration, and so made as to crack, and burst along the edges. You have experienced much trouble of this kind with the inner tubes of many tires, but none from those made by the **Eastern Rubber Mfg. Co.**, and fitted in all the

PEASE, CYCLONE, REX, AND CLIMAX PNEUMATIC TIRES

of their manufacture. **Eastern Rubber Mfg. Co.'s** tubes float in water and are absolutely pure, and each one bears their name. No other manufacturer so acknowledges the tubes of their make.

.....

Write for samples and prices. Should you want a medium Road Cemented Tire buy the **CLIMAX**. Should you want a Light Road Cemented Tire buy the **REX**. Should you want the best Clincher Tire buy the **CYCLONE**. Should you want the best combination tire buy the **PEASE**. You should send at once for samples and prices of Pease tires. They will surprise you. This tire is of the clincher pattern but can be taken off and put on easier than any other tire on the market. No matter how you may mash the rim yet the tire is easy to operate in case of puncture. Write us for best prices and circulars.

.....

Address all
Communications to

Eastern Rubber Mfg. Co.

DISTRIBUTING HOUSES:

Room 706, 46 Van Buren St., Chicago. 90 Chambers Street, New York.
Day Rubber Co., St. Louis, Mo. S. F. Hayward & Co., Pittsburg, Pa.
H. C. Lecato, Philadelphia, Pa.

Trenton, N. J., U. S. A.

Mention The Bearings.

Repaired While You Wait.

Happening in at the Chapman Hardware Company yesterday I stood chatting with the manager, Mr. Frank H. Chapman, about the delightful (?) weather we are having in May, when Mr. Hill, the shoe dealer of Superior street, dropped in to complain about the front tire of his new Stearns wheel which had manifested an inclination to lose its wind. Laying aside his cigar, Mr. Chapman made a brief examination of the offending tire, and discovered that a tiny carpet tack had penetrated the rubber and that sufficient air thus escaped to permit the tire to deflate. Deftly extracting the tack Mr. Chapman picked up a queer instrument and pierced the tire, immediately plunging another instrument through the first. The result, when he pulled the dual article out, was that there appeared in the tire a sort of plug with its head inside the tire, and the tail sticking out like the feet of a small boy when he takes a header into the river. This was clipped closely to the tire, and then the air pump turned on the wheel, and in no time the tire again inflated and ready to ride. Laying aside the paraphernalia, Mr. Chapman picked up his half-smoked cigar and began puffing at it contentedly, for it was yet on fire!

"What manner of contrivance is that you have," I asked, "which permits you to thus repair a puncture while your cigar holds its fire?"

"That is a Palmer tire," replied Mr. Chapman, "and the method of repair is the speediest known. I had not noticed that my cigar had not gone out during the time I was making the repair, but that is nothing. The repair is so quickly and easily performed that one might almost lay aside a lighted cigarette and find it yet alive when the tire was again in order. Wonderful, did you say? Of course it is when you compare it with the slow methods necessary with other tires, and that alone gains many friends for the Stearns."

Thus one runs against new notions and fresh short cuts to the permanent use of the wheel. Time was, and that not so very long since, when one required an outfit rivaling that of an itinerant tinker when essaying a trip with a pneumatic wheel. Now all that is required is that the tool-bag should have a simple and snugly packed package of the plugs and liquid cement, and there you are, and the time of delay must be noted by a stop watch to discover how long you have stopped!—*Toledo (O.) Journal*.

Our readers are probably wondering how the repair was made. For the benefit of those who are not familiar with the article we will state that it is the Heywood repair outfit, made by A. & A. T. Heywood, Chicago.

The Marion Cycle Co., will give as prize in the Chicago road race a Halladay-Temple scorch to the winner of the race. Geo. E. Lloyd & Co., Chicago agents for the Cleveland, will give a Cleveland to the first rider of a Cleveland across the tape. In addition to this they will give a Waverley as a regular prize.

Trade Changes.

MILWAUKEE, WIS.—The Milwaukee Bicycle Co., incorporated by J. E. Ritter, A. C. Kunkel, and H. W. Crocker; capital stock, \$15,000.

TEXARKANA, ARK.—Hoffman Hardware Co., incorporated; capital stock, \$25,000; will handle bicycles and cycling supplies.

PHILADELPHIA, PA.—William McCadden, toys, boys' bicycles; judgment for \$3,800 reported as having been placed on record.

ASHEVILLE, N. C.—Ballard & Rich., hardware, bicycles, etc.; partnership dissolved.

CORPUS CHRISTI, TEX.—The G. B. Mitchell Hardware Co., hardware, cycling goods, etc.; reported closed on a judgment for \$29,000. The firm's liabilities are said to be from \$10,000 to \$12,000, and that the stock on hand is inventoried at about \$30,000.

BRISTOL, TENN.—The Bristol Hardware Co., hardware and bicycles; business reported sold to John H. Caldwell.

DES MOINES, IOWA.—Lathrop-Rhodes Co., bicycles, etc.; incorporated with a capital stock of \$50,000.

WORCESTER, MASS.—Lovell Arms & Cycle Co., annual statement filed, showing fixed capital to be \$5,000; assets, cash in debts receivable, \$966; manufacturers and merchandise, \$10,493; total \$11,449. Liabilities, capital stock, \$5,000; debts, \$6,094; profit and loss \$355. Total, \$11,449.

KNOXVILLE, TENN.—Cruze, Buffat &

Buckwell, dissolved; Jas. H. Cruze retiring; style of new firm, McClung, Buffat & Buckwell; hardware and bicycles.

LAKE CHARLES, I.A.—Woolman & Beardsley, hardware, successors to Woolman & Kirkwood; bicycles will be added. The new partner, Frank H. Beardsley, is recently from Michigan.

MANCHESTER, N. Y.—Humphrey & Son, hardware and bicycles; succeeded to the business of Pratt Bros.

PORTLAND, ME.—The Royal Pneumatic Tire Co., manufacturing bicycles; incorporated with a capital stock of \$500,000.

ST. LOUIS, MO.—The Humes Hardware Co., incorporated by W. C. and Jno. P. Humes, with a capital stock of \$25,000. Will probably open bicycle department.

BOSTON, MASS.—John P. Lovell Arms Co., annual statement filed, showing fixed capital to be \$5,000; assets, cash and debts receivable; total \$5,000. Liabilities, capital stock, \$5,000; total \$5,000.

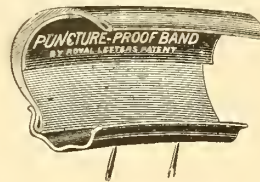
SAULT STE. MARIE, MICH.—P. M. Church & Co., hardware and bicycles, damaged by fire.

NEW WESTMINSTER, B. C.—T. J. Trapp & Co., hardware, cycling goods, etc., stock advertised for sale by pender.

GENOA, NEB.—W. H. Winterbotham, hardware and bicycles; reported sold out.

Puncture Proof Band.

The Puncture Proof Pneumatic Tire Co., of England, are seeking more worlds to conquer. They are not content with mounting thousands of English riders on their puncture proof bands, but have decided to invade America. With this end in view they have sent W. A. Vincent and J. Hubbard as their representatives, and America can prepare to at once become infatuated with the English invention. These bands can be fitted to every form of detachable tires in a few minutes, by placing them between the air tubes and covers. They are made in various lengths. They are supplied in various thicknesses for touring, light road, and road racing, the weight being three and one half ounces per pair. These bands are packed in thin rubber canvas.



Ross E. Miller, of Wichita, Kan., has joined the Shapleigh racing team, and is now riding a Syracuse. Mr. Miller broke the Kansas state record for ten miles on the 17th inst.

TRIBUNE BICYCLES

Are Built

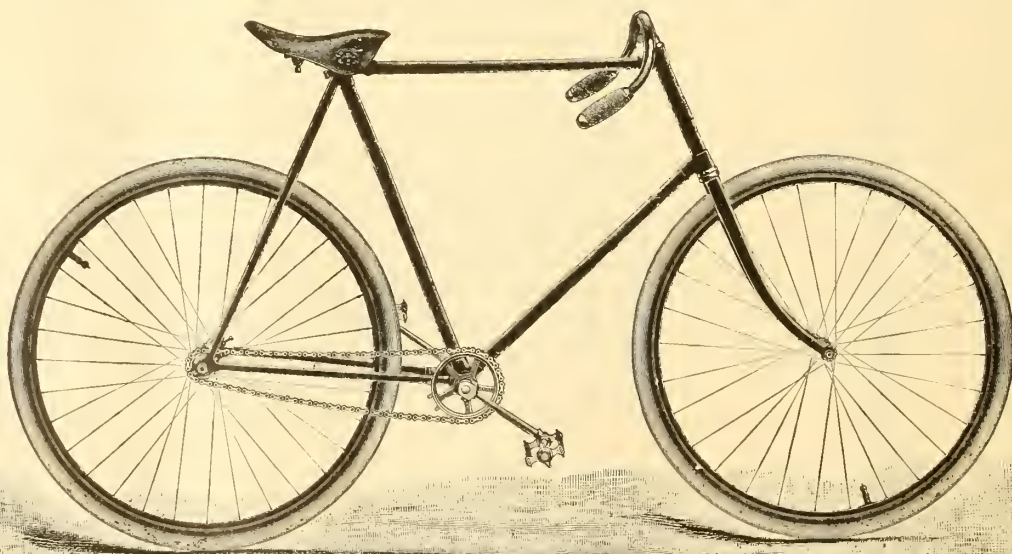
To Ride

..

THE

Cycloidal Sprocket

BEATS THE WORLD.



THE BLACK MFG. CO., ERIE, PA.

Write for Agency and Catalogue.

Mention The Bearings

he Mounted his Silent Steed

with a vim
and a dash;

he was a Crackerjack

with a bump
did he hump.

his heart filled with joy

as he rode
o'er the road;

Out of breath, full of glee,

his crimson rim
bore him on to victoree—

**he was the Proud Possessor of a
Syracuse.**

Manufactured by
Syracuse Cycle Co.,
Syracuse, N. Y.



Western Agents,
A. F. Shapleigh Hdw. Co.,
St. Louis, Mo.

Charles M. Becker, manufacturer of sporting apparel, 132 Elm street, New York, has issued a very interesting catalogue, with illustrations of suits made by him. He makes clothing for cyclists, baseball players, yachtsmen, fencers, etc. He carries a very large line of bloomer suits for both sexes. Mr. Becker has also gotten out a very novel card. A miniature bicycle suit is cut out of the card, and on the back is pasted cloth, giving the appearance of a regular suit.

WOOD RIMS

Get OUR Prices, We Sell Low to the Trade.

SECOND-HAND

BICYCLES

Taken in trade, WRITE for List of New Wheels.

BOTTOM PRICES FOR

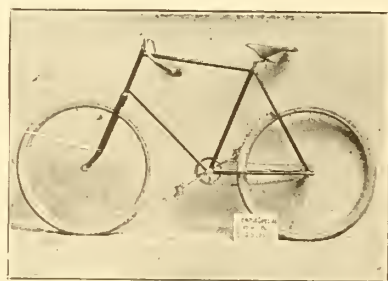
GRISWOLD'S RUBBER MUDGUARDS, INDIA STICK GRAPHOLINE. TOE CLIPS for RUBBER or RAT-TRAP PEDALS.

AGENCIES PLACED FOR

HALLADAY-TEMPLE SCORCHER

ROYAL LIMITED AND TEMPLE SPECIAL.

Write for our NET Prices on Bicycles and Sundries



It Will Pay to COMPARE our Prices with Others

PROMPT ATTENTION TO MAIL ORDERS.

Ralph Temple Cycle Works,
158 22nd Street, Chicago.

MENTION THE BEARINGS.

CALL'S RACING SUITS.



No. 45 Quarter-sleeve Shirt, best worsted, solid color \$2.75
No. 15 Knee Tight, best worsted, solid color 2.50
Hand-knit and full-fashioned. Stripes around neck, 50c.
Stripes on sleeves, waist, knees. 25 cents each.
No. 14s Shirt and 150 Knee Tight, worsted, navy and black, per suit 2.50
No. 118 Shirt and No. 119 Knee Tight, cotton, black, per suit 2.00
Send waist, chest and inseam measure. Terms, \$1.00 with order, balance C. O. D. A catalogue for 2c. telling all about bicycle goods, etc.



S. B. CALL, 229 MAIN ST., SPRINGFIELD, MASS.

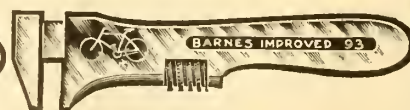
BARNES' IMPROVED BICYCLE WRENCH.

Our wrenches are light, strong, neat in appearance, and the most convenient for use of any in the market. They are all steel, with case-hardened jaws, finely finished and nickel plated. Weights from 4 1/4 to 7 ounces; the '94 being the lightest, and the '93 the heaviest. Send for circular.

Mention The Bearings



'92 PATTERN.



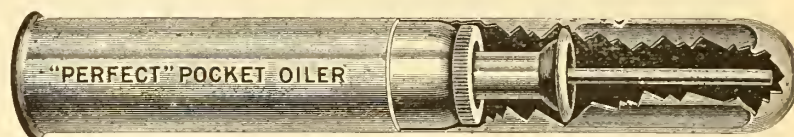
'93 PATTERN.



'94 PATTERN.

BARNES TOOL COMPANY, P. O. BOX 241, NEW HAVEN, CONN.

HIGHEST GRADE OILER.



FULL SIZE.

PRICE, 25c.

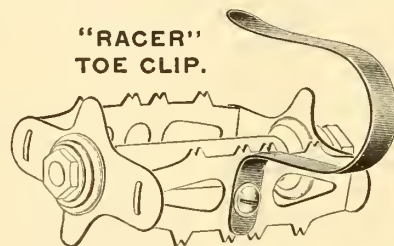
The "PERFECT" Pocket Oiler is absolutely unequalled. It is the tightest, neatest, and cleanest oiler in the market. Don't use a cheap or leaky oiler when you can buy the best oiler in the market for 25c.

"STAR" OILERS, second to none but the "PERFECT" OILER HOLDERS or PUMP HOLDERS

15c. each.
25c. each.

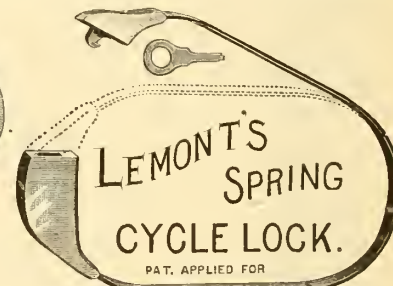
CUSHMAN & DENISON, 172 Ninth Ave., New York.

"RACER" TOE CLIP.



FITS ANY PEDAL.

Finest steel and every pair tempered. Price by mail, 50c. per pair.



Acknowledged the standard lock

Price by mail, \$1.00.

UP TO DATE DISCOUNT TO TRADE.

LEMONT & WHITTEMORE CYCLE CO.,

Mention The Bearings.

638 Main Street, WORCESTER, MASS.

THE ONLY PLACE IN THE WEST FOR

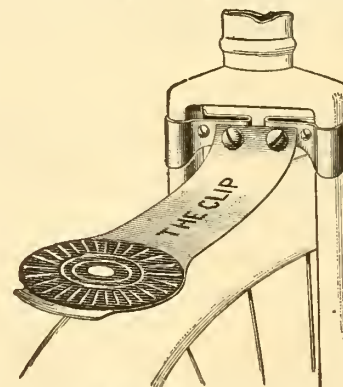
Swift Repairs and Fittings

JOHN W. BILLS & CO., 498 North Ave.—Lincoln Park, CHICAGO.

Mention The Bearings

You Pronounce it

The Clip



SIMPLE AS A COLLAR BUTTON.

But after you have tried it you will pronounce it the best and simplest of bicycle brakes. Fits any wheel.

"The Mission of the Brakelet" tells its short story. Your nearest dealer has one for you.

WE MAKE NO BAD BRAKES!

Price \$2.00.

THE CLIP COMPANY,

Mention The Bearings Warwick, N. Y.

"WE-GET-THERE"



LUBRICANT.

"WE-GET-THERE" LUBRICANT lowered the records. Why? Because it is composed of the purest ingredients and does not gum up or run out. Consequently out-wears other lubricants. FOR INSIDE BEARINGS AND THE CHAIN it has no rival; no wear on the parts to which it is applied; is not affected by water. Put up in collapsible tubes, forming a neat and clean package. "The phenomenal riding of Guy L. Gary in the postponed 17th June races electrified the spectators, and proved its merits," he says of it: "You have an excellent lubricant." An outline of the race meet would not be complete without a record of Gary's most excellent work. Again did he walk away from some of the fastest riders on the track."—Boston Post. John S. Johnson made the mile at Independence in 1:55 3-5, and wrote, "It is a good lubricant." A word to the wise—Use it and "You'll Get There." Price 25 cents, by mail 30 cents. For sale by all dealers.

MENTION THE BEARINGS

J. HURD BROWN (L. A. W.), BOX 2002, BOSTON, MASS.

J. W. M. GREEN, President and General Manager.
R. EUGENE GREEN, Vice-President.
WILLIAM C. GLASS, Treasurer.
WM. R. STARRET, Secretary.

The Wheelmen's Protective Company,

Incorporated 1894. Capital \$500,000.

General Office, Havemeyer Bldg.

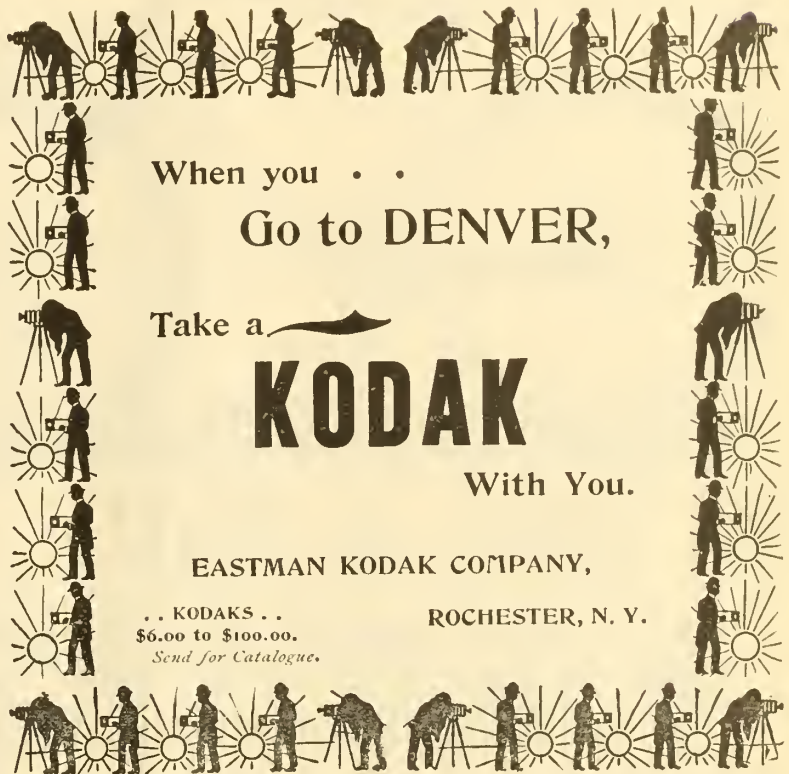
Cortland and Church Sts.

New York.

If your wheel is stolen, we find it for you, or we replace it with a new one.

Write us for particulars. Agents wanted.

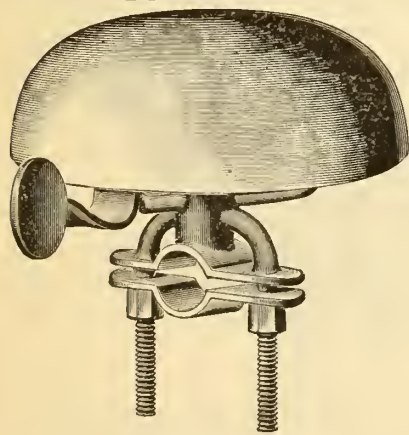
MENTION THE BEARINGS



When you . . .
Go to DENVER,
Take a
KODAK
With You.
EASTMAN KODAK COMPANY,
ROCHESTER, N. Y.
.. KODAKS ..
\$6.00 to \$100.00.
Send for Catalogue.

Mention The Bearings

BEACH BELL.



Diameter, 2½ inches.
Weight, 5 ounces.

Mention The Bearings

Most Complete Line. Lowest Prices. Absolute Guarantee.

SOLE MANUFACTURERS OF THE
CELEBRATED

Ostergren and Perfection Trouser Guard.

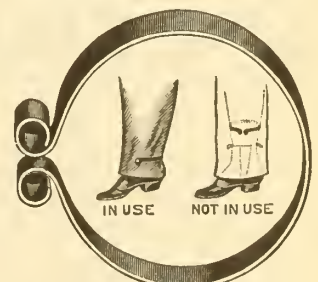
BELLS, LAMP BRACKETS,
OIL HOLE COVERS, etc.

LIBERAL DISCOUNTS TO JOBBERS.

BEVIN BROS. MFG. CO.

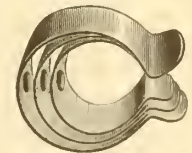
EAST HAMPTON, CONN.

OSTERGREN GUARD.



Patented U. S. Feb. 17th, Mar. 3d, 191.
Canada Mar. 16th, 1892.

OIL HOLE COVERS.



ONE OF MANY

E PLURIBUS UNUM, so to speak.

BRADFORD, ILL., May 8, '91.

F. F. IDE MFG. CO., Peoria, Ill.:

DEAR SIR:—I am more pleased than ever with the Ide Special. I have made better time for a quarter than I ever did before, and did it without any exertion. I am a firm believer in the Elliptical Crank, but did not think much of it before I tried it. Every one says the wheel is the finest piece of work they ever saw.

Very truly yours,

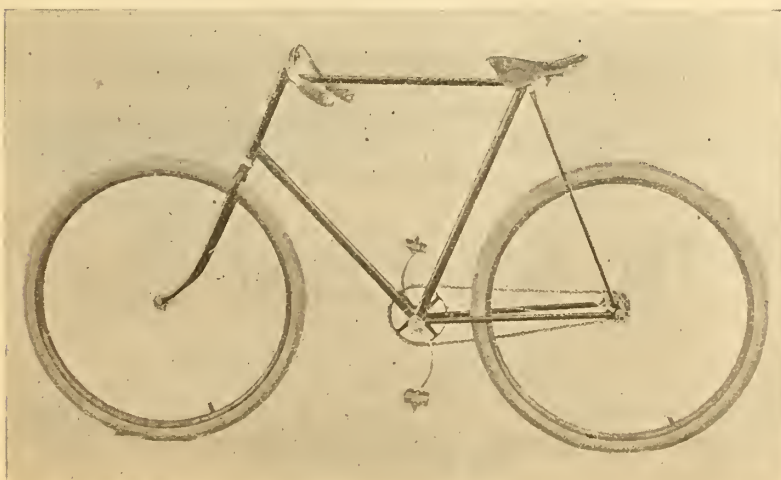
H. R. MOKLER.

...You had better send for catalogue...

F. F. IDE MFG. CO., PEORIA, ILL.

...HIGH ART BICYCLES...

Mention The Bearings



THE BEARINGS
Cycling Authority America



You haven't heard of us lately. We are
Not Dead, nor are we Sleeping,

For we have been toiling day and night to meet demands for wheels.

Pleased Customers

have submerged us with orders.

Our Capacity

Is being doubled. In two weeks we'll be ready for more orders.

Our Goods are Right! Our Prices are Right!

Cataract Agencies are Valuable.

Let us hear from you at once.

The Warman-Schub Cycle House,

Makers of Cataract and White City Cycles,

116 to 122 N. Lincoln Street,

=

=

=

=

CHICAGO, ILL.

Mention The Bearings

SPECIAL OFFER!!

....

On account of changes in the sizes of our Screw Machines, we have decided to close out all our present stock of late model machines at a price

10 per cent Better than our Regular Discounts.

We have for immediate delivery:

- 1 No. 3 Screw Machine, with Geared Friction Head and Power Feed.
- 1 No. 3 Screw Machine, with Geared Friction Head and Wire Feed.
- 1 No. 3 Screw Machine, with Geared Friction Head.
- 2 No. 3 Screw Machine, with Geared Friction Head, Power Feed, Wire Feed, and extra large hollow Spindle.
- 1 No. 3 Screw Machine with Plain Head.
- 1 No. 3 Turret Lathe, with Geared Friction Head and Wire Feed.

The following are partly finished and will be furnished with or without Power Feed or Wire Feed.

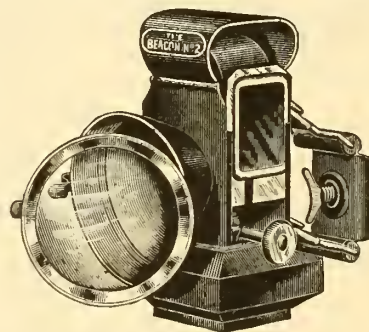
- 7 No. 3 Screw Machines, with Geared Friction Head.
- 5 No. 3 Screw Machines, with Back Geared Head.
- 2 No. 3 Screw Machines with Back Geared Head and extra large hollow Spindle.

WRITE FOR PHOTOGRAPH, DESCRIPTION, AND PRICE.

THE GARVIN MACHINE CO.

Laight and Canal Sts., New York.

Mention The Bearings



BEACON AND MIDGET.

Bicycle Lamps

We are offering HIGH-CLASS Goods of American manufacture at fifty per cent. better prices than you have ever had offered you.

DEALERS, SEND FOR SAMPLES OF OUR LINE

.....

The Geo. Pearce Co.,

ROOM 34,

Factory, Indianapolis.

21 Park Row, NEW YORK.

Mention The Bearings.

BUT

is a little word, yet it

ALWAYS STANDS FOR A REASON,
and a big convincing one.

With reference to bicycle tires it stands for a

BUT-END INNER TUBE

better than the endless tube, and is a convincing reason why you should buy the

WHIPPET IMPROVED TIRE

cemented to rim.

ANOTHER REASON is the flexible cover--none SO flexible.

TWO SUCH REASONS ARE ENOUGH.

"We would not give you another, if reasons were plenty as blackberries."

Have you **"TURNED THE KEY"** yet this season?

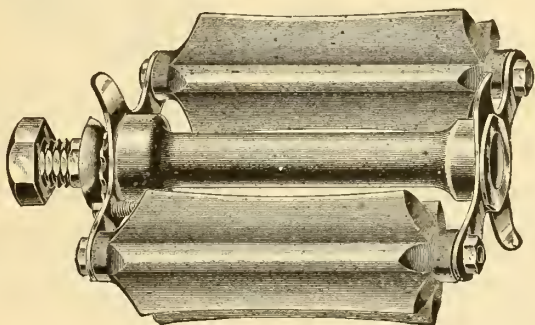
NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS.

15 PARK ROW, NEW YORK.

MENTION THE BEARINGS

BRANDENBURG PEDALS.



Air tight center end.

Absolutely Dust Proof, Inside Adjustment.

Manufacturers building Special Racers and Road
Racers have ordered these Pedals.

SAGER SADDLES.



The Leaders for 1894.

The Highest Grade Wheels

Manufactured are using

these Saddles.

Parkhurst & Wilkinson,

148-164 Kinzie St.,

CHICAGO, ILL.

Mention The Bearings.

Extract
from
Sioux Falls
Forms.

....

Send
for
Catalog.

....

**STOVER
BICYCLE
MFG.
CO.,**

**FREEPORT,
ILL.**

Mention The Bearings.

Bicycle Test.

Talk about bicycles and their good points! You should have seen the test made at the Cataract last Sunday, by Sam White, the traveling man for the Stover Bicycle Mfg Co., of Freeport, Ill., makers of the Phoenix wheels. In showing the wheels, a 34-lb. and a 28-lb., Mr. White, who is a heavy man (weighs 200 lbs.), tried apparently to break them to pieces. He would jump onto the frame with both feet trying its rigidity, used the front wheel as a step-ladder and bounced himself good and heavy on the small spokes, standing on them.

But to crown the climax, the wheel was laid on the side with the step resting on the floor, and before anyone could imagine what was going to happen, Mr. White made a high jump, as heavy as he was, and landed on the spokes of the wheel with full force. He did not do this once, but repeatedly, and not here only, but everywhere he has been since he left in February. If he had broken the spokes? No. They were not even bent, or the wheel untrue in the least, although the enamel was all scratched off, from the kind of treatment it had got. If you ever saw a surprised crowd of boys, you would have seen them there, and everyone who saw the wheels and the tests made will bet any money on the Phoenix as being the wheel to buy. It stands without a peer for strength and easy running.

Mr. White also made a permanent repair of a puncture in his tire in ten seconds. There is no need of a repair shop for this wheel, and the wise man will buy them, as they cost less in the end, and give the best satisfaction.

THE BEARINGS
Cycling Authority America

THE *Sw-Mi-Num.* HAS

More talking points than any other wheel made; as a starter

THESE THREE

STRENGTH,
WEIGHT,
FINISH.

MR. DEALER, it is a very different story than
"Just as good as the"

Watch for our "SECOND BROADSIDE," now ready.....

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

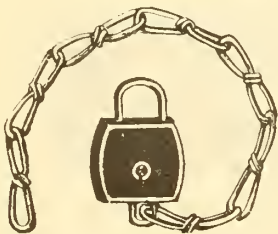
INCORPORATED 1873.

CAPITAL \$500,000.00.

"We keep our promises."

MENTION THE BEARINGS

ST. LOUIS, MO.



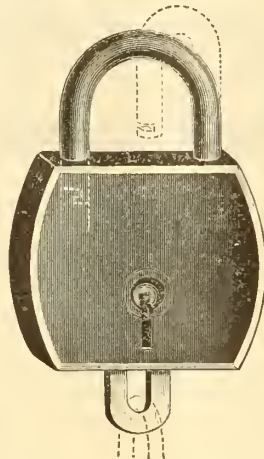
IRENE.

WEIGHT 1½ OZ.

0893 Steel Two keyed.
114 Brass and plated Two keyed.

BIRCH LOCK.

406 Steel Two Keys.
406½ Nickel plated Two Keys.



IRENE.—FULL SIZE.



Irene Safety SECURER.

398 Steel Two-Keyed.
400 Brass Two-Keyed.

It securely locks the chain between sprocket wheels, preventing any movement. Thieves can not steal, nor busy bodies "try."



CYCLE LOCK with Safety Chain-

400 Brass One Key.
403 Nickel-plated Brass and plated One Key.

Each has four levers, and 150 changes of key are available. Two keyed and 15 inch chain. NON-PICKABLE. HARDENED CHAIN. Made of Brass and Nickel Plated.

Trade Quoted on Application.

W. H. DIEFFENBACHER & CO., 154 Lake St., CHICAGO.

When writing to Advertisers don't forget to mention "The Bearings."

Flattering Returns

In the shape of expressions of satisfaction with the way FALCONS are behaving this season are

Coming In.

ONE MAN SAYS:

"I cannot sufficiently express my admiration for my FALCON in words. The only way to appreciate it is to ride it as I have. It will stand a little more every day and seem to *like* it and run easier."

ANOTHER:

"The more we handle the FALCONS, the more good points we can see about them. We think we can sell more than we anticipated."

Better buy a FALCON and join the crowd.

THE YOST MFG. CO. - Toledo, O.

Mention The Bearings





H. E. RAYMOND,
Chairman L. A. W. Racing Board.



THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol IX
No 18

CHICAGO, JUNE 1, 1894.

MEINTJES' RECORDS BROKEN.

Guerry, a French Flyer, Lowers Them in a 100-Kilometer Race at Paris—Martin a Good Second.

PARIS, May 18.—Another batch of records has gone French. Of course, it is in the long-distance line, for that is the whim of the cyclists along the Seine just now, and the figures have been put where the next ambitious cycling Napoleon will have to "hump himself" to reach them.

Guerry, the young flyer who first gave evidence of his qualifications as a stayer in long-distance events at the winter indoor track, is the hero of the performance and he now proudly bears the distinction of holding the 100-kilometer record in competition. The table from twenty-four kilometers (fourteen and nine-tenths miles) to 100 kilometers (sixty-two and fourteen one hundredth miles) must be remodeled. Guerry's time for the distance is 2:36:55 $\frac{3}{4}$, against the record previously held by Desgranges at 2:39:18 against time. Under the same conditions—that is, in a race, it is 8 minutes and 57 $\frac{1}{2}$ seconds better than the performance of Meintjes, the south African, at Chicago, August 12, 1893. Guerry

Defeated a Field of Fourteen

starters, among them being Frank Waller, "Billy" Martin, and Frank Ashinger, of "the states."

Martin met with misfortunes from the start or, it is almost safe to say,



GUERRY.

he would have proved the winner. Early in the contest his rear tire exploded and the machine given him to ride as a substitute was not adapted to him, so that the necessity of two dismounts lost him two laps in the race. Even then, he finished second, having "killed off" such riders as Dubois, Echalie and Fossier. His time was 2:37:20, so that he too beat Meintjes' time quite handily. In fact, the first four men to finish accomplished that task.

There is not much use in asking, "Is the Velodrome track fast?"

Dubois looked like a winner up to the fifty-seventh kilometer, having led from forty kilometers to that point, but he collapsed like a punctured

bubble and almost fell before he could be taken from his machine and relieved of the cramps that had seized him.

Echalie led at a "caloric pace" from fifteen to thirty-five kilometers, and was

After the Hour Competition Record.

By some error he was given to understand that he had completed the hour, when, in reality, he was several laps short of it. He pulled out, leaving Dubois in possession, and is now engaged in "kicking himself" after the fashion of "Joe" Gunther, of Pullman fame.

The hour netted 40,090 kilometers (24 miles, 1,584 yards). The fifty kilometers, also by Dubois, were done in 1:15:24 $\frac{1}{2}$.

With Dubois laid on the shelf Guerry took unto himself the two-hour French record, covering 77 kilometers, 315 meters (48 miles, 91 yards).

Guerry captured the world's record for fifty miles in 2:05:04 $\frac{1}{2}$, beating J. W. Stocks' figures by 41 $\frac{1}{2}$ seconds.

The following is the order of finish, with respective times:

1 Guerry.....	2:36:55 $\frac{3}{4}$	4 Porcheron.....	2:45:28
2 Martin.....	2:37:20	5 Descoins.....	2:48:05
3 Merland.....	2:41:10	6 Ashinger.....	2:49:30

Table of distances, times and riders leading:

KILOM.	MILES.	TIMES.	NAMES OF LEADERS.
5	3.10	7:57 $\frac{3}{4}$	Fossier
10	6.21	15:25	Merland
15	9.31	22:55 $\frac{3}{4}$	Echalie
20	12.42	30:14 $\frac{1}{2}$	Echalie
25	15.53	37:31 $\frac{1}{2}$	Echalie
30	18.65	44:59 $\frac{1}{2}$	Echalie
35	21.73	52:14 $\frac{1}{2}$	Echalie
40	24.85	59:52 $\frac{1}{2}$	J. Dubois
45	27.90	1:07:30	J. Dubois
50	31.00	1:15:24 $\frac{1}{2}$	J. Dubois
55	34.10	1:23:17 $\frac{1}{2}$	J. Dubois
60	37.21	1:31:41 $\frac{1}{2}$	Guerry
65	40.32	1:39:46 $\frac{1}{2}$	Guerry
70	43.42	1:47:54 $\frac{1}{2}$	Guerry
75	46.50	1:56:08 $\frac{1}{2}$	Guerry
80	49.70	2:04:19 $\frac{1}{2}$	Guerry
85	52.80	2:12:13	Guerry
90	55.90	2:20:14	Guerry
95	59.00	2:28:32	Guerry
100	62.14	2:36:55 $\frac{3}{4}$	Guerry

It will be seen that Martin, whom an official rather indifferently referred to as a "second-rater" finished well inside the record. "Old Ash," the hero of so many eight-day races in "the states," whose crown is fast appearing with shiny distinctness through his locks, stuck to the work from beginning to end, and the Americans were disposed to inquire of one another after the race, "Who ever thought 'Ash' could go sixty-two miles in 2:49:30?" But "Charley" is at work for the Bordeaux-Paris event, so that his labor in the 100-kilometer race was for training. They "lapped" him again and again, but he despaired not, his old brown sweater "looming up" regularly in front of the judges' stand, while the checkers called off, "Aish-eeing-jay!" as he passed.

Frank Waller "Died" at Six Miles,

amid profuse perspiration and German apologies. "Somehow, I don't get in condition," said Frank, as he toddled toward the dressing-rooms. His proper excuse should have been that "they rode too fast for him." Waller evidently has not yet recovered from the plugging he indulged in at Madison Square Garden.

The attainment of such remarkable records must have some explanation. Part of it is due to the fact that the cement track at Buffalo is remarkably fast, but the admirable system of pacemaking perhaps more fully answers the question of "how it is done."

America never saw such good pacing. Four or five tandems were at hand all the time, and two or three of them were helping somebody at any given moment. They went around the end bankings, three tandems abreast sometimes, at a "bat" which would make the average spectator's hair stand, and the competitors were being pulled out to miles in 2:20.

Zimmerman, Troy, Banker, and others sat within the inclosure, and watched the going with considerable interest. Zim said, "Gee-whiz! I'm not sure whether I want any of this or not."

There were fourteen when the starter fired a pistol, which looked like a Texas "persuader."

When the distance had been half covered six remained, and they fin-

ished. Although only five prizes had been advertised, "Ash," who was sixth at the finish, was given a small purse, as a recognition of his pluck, and his heart was made glad. "Ash" says he "thinks strongly of retiring" next year.

In America the pacing is generally best in attempts against time. In Paris the pacing is far more effective in long-distance competitions. Desgranges' ride was against time, and now it no longer stands against competition.

The Act of "Picking Up" the Men

has been brought almost to a state of perfection, none of the embarrassing balks, so common to green hands, being noticeable here.

The proper handling of tandems on a five-lap track proves that the Frenchmen have learned a great deal in the line of pacing. They ride with their heads perhaps more than do the racing representatives of any other land where the sport has a standing. For the comparatively short time they have been at it the wonder is how they could have learned so much about the sport as a track game. The man who has been a season *sur piste* (on the track) has learned just how to spread himself out evenly over the afternoon of a race programme, giving not all his energy to one race, to the utter abandonment of the others.

To the visitor, especially to one from the United States, their actions on the track are sometimes the source of great concern, as well as of admiration, for they "do queer things" now and then.

Should the American referee be planted within the inclosure, and given to understand by the management that he was to enforce, literally, his pet rule against the riders looking around as they ride he would very likely clear the entire track of competitors before the race was half finished. The Frenchmen look to the right and to the left, and sometimes twist their necks directly about, as if to see how close the second man may be, or to see

"How Far They've Gone."

It would seem that their star-gazing customs would often bring them croppers, or inflict such a fate upon their fellow-men, but the accidents are comparatively scarce. This is accepted as being worthy of comment, considering how they do tear around on the small tracks.

Wheeler Won an International (?) Race

of 5,000 meters (three and one-tenths miles) at Bordeaux on Sunday, May 13. The event was in *series* (heats) of 2,000 meters. Crooks, who left Paris where he was winning, to "get fit" among "easy marks," failed to beat Beconnais in his heat. Wheeler's only work was in beating Barden, the Englishman, and the finish was Wheeler, Barden, Beconnais, in 8:43 $\frac{1}{2}$.

"The 'Prix de New York' (10,000 meters by tandems) was won by Laugt-Genet against Loste-Beconnais and Desprat-Gourillan, in 15:11 $\frac{1}{2}$.

Crooks gathered up the crumbs in the consolation.

Wheeler and Crooks are to go against the Loste brothers on the tandem.

The Englishmen have invaded France in goodly numbers and, thanks to the N. C. U., as several of them have been heard to put it, the Britons are fast becoming French racing men. Bradbury, who two seasons ago was one of England's best and who, with Zimmerman smashed a tandem record, is a visitor in Paris and says that were it not for an injury that may keep him from the path altogether this season, he would "be with 'em."

Arthur Robb, the Englishman whom Chicagoans may remember as a first-class consumer of raw beef and professional rider in connection with one of Tom Eck's Battery D festivals, is on hand, having arrived a day or two ago, and is reported to be about to "open a book" on the races.

He has not yet conflicted with Messrs. Baduel, Tolstoi, and others, the managers, for he has not yet opened the book and announced odds.

Robb, it will be remembered, first came to Paris prepared to "wipe the soil up," in Duke of Wellington style, with the young fellows who were just beginning to spread their wings; but a field of fourteen-and-fifteen-year-old striplings "lost him" in a skirmish of a kilometer or two.

Choppy Warburton,

who is at present the 'Arry Leeming for Edwards and Linton, predicts that the prizes throughout the season in Paris will be uniformly small, owing to the necessity of economizing in order that the management can come out even in its agreement with Zimmerman on a \$5,000 guarantee. A good explanation for Choppy's very evident soreness, on behalf of his two charges, lies in the translation of "why Linton left the Buffalo." Linton was making excellent use of the track in his preparatory work, and when the time came for him to enter for the races of May 13 and 14, he failed to come to time. The track authorities told Mr. Linton they would have no fooling and invited him to tie up his racing kit and stand outside the fence. He did so, and after a combat of some sort with the powers, he is very apt to be "scratched from the list" for the season.

George Banker has, after considerable maneuvering with manufacturers, got mounted on a—\$1 a line please—and is doing well in practice. The firm whose wheel he "chose as his choice" is making advertising material over the announcement that George bought and paid real money for the machine. George, himself, does not deny that he was a party to such an extraordinary deal.

The Races of the Past Few Days

have kept Zimmerman off the track, but he is coming on in a satisfactory manner anyhow. Competent judges say that Zim will find his hardest work in attending to Louvet and Fournier. Louvet is a youthful flyer, full of strength and ambition, whose governor is well-to-do, and he is said to be possessed of a final sprint that discourages most of those who come against him. As he wears butterflies on his racing shirt, and has some of the earmarks of a grand stand performer, the spectator might at first take him for the kind

of racing man whom mamma, aunt, and sisters generally applaud wildly from the seats and shout to him, "Go on, Arthur!" but in reality he is not of that kind, according to the esteem in which he is held by Parisians.

At the Buffalo on Whit Monday, May 14, Medinger defeated Louvet in the final of a scratch race of 5,000 meters, and again in a 2,000-meter scratch event. In the latter, Medinger covered the last lap (365 yards) in :24 $\frac{1}{2}$, which is a 1:57 gait.

Guerry Defeats Martin.

PARIS, May 17.—"Billy" Martin ran a match race of ten kilos against Guerry, who had defeated him in the 100-kilometer race of the Sunday previous.

It was an uninteresting loaf all the way through, and at the sprint Guerry dashed in a winner by two lengths. Martin's friends think he ought to have gone at the job hammer and tongs style. He was suffering somewhat from a fall of the morning previous to the race.

Baras and Meline then went for the hour-tandem record and with pace-makers covered 43 kilos, 263 meters (26 miles, 1,549 yards) in the hour.

This was against the performance of Stocks and Osmond, of England, who without pacemakers, did 41.985. Meintjes' Springfield record on a single is 41.888. Dubois, who last Sunday covered fifty kilos in 1:15:24 $\frac{1}{2}$, followed the tandem as long as he could and then kept on for fifty kilos (thirty-one miles) and accomplished the task in 1:13:44 $\frac{1}{2}$.

J. M. ERWIN.

Kanaska Breaks Road Records.

MILWAUKEE, May 29.—Henry Kanaska, the young Milwaukee professional, claims the one, two, three, and six mile road records. There is some doubt whether he can ever officially claim the records because he had no official timekeepers. Kanaska had developed considerable speed since he began to ride a year ago, and would no doubt have cut quite a dash in the cash league this year had not that organization gone up. Last Sunday he went over the Whitefish Bay course. He, however, cut off sixty yards so as to make the course an even six miles. The first three miles were covered, his timekeepers claim, in 8:12. The fourth mile was covered in 2:22, the fifth in 2:20, and the last in 2:18. The last three miles were made in 7 minutes flat and the total six miles in 15:12. His timekeepers are willing to make affidavits as to the correctness of the time. Kanaska intends to go into training and during the summer will try to smash track records at National Park. This is the second time that the record for the Whitefish Bay course was broken last week. The record formerly was 17:35. William A. Bremer, last week, covered the six miles and sixty yards in 16:45. Kanaska covered the six miles in 15:12, which is still better, distance compared.

Rational Costume in Kansas City.

KANSAS CITY, MO., May 14.—The Waldo Park road race on Decoration Day is absorbing the attention of the cycling fraternity, and the course is kept red hot by a score or so of scorchers who are training assiduously for the event. A good deal of speculation is going on as to the probable winner, and one or two dark horses are mentioned, whose chances will be particularly good with anything like a fair handicap. It is confidently expected that the time prize will stay in Kansas City, with H. C. Wood and C. Kindevatter on scratch, and that the time will be inside of 29 minutes.

In a humble way, the lady cyclists of Kansas City are emulating those of her big sister, Chicago, in the matter of rational costumes. Several ladies have been seen of late riding in bloomer suits and, without exception, they all look very modest, becoming, and comfortable. One of them rides a diamond frame machine. A large dry goods firm here is making a specialty of rational costumes, and has engaged a lady to give exhibitions on the wheel in their suit department; and it will not be a surprise to many if the bloomer suit, or divided skirt, is the regular cycling costume for ladies before this season is over.

Cleveland's Electric Light Tournament.

Cleveland's tournament on the racing circuit this season will be like last year's—an electric light tournament. Last year many of the racing men were driven away from Cleveland by reports that the track was dangerous for night racing through insecure banking. Zimmerman, Meintjes, Brown, and others took part, and there was not a serious fall. Good times were made, too, in all events. Cleveland will have no trouble this year in securing the attendance of all the cracks. The city can only make money this way.

A New Club.

The most recent addition to the ranks of the local clubs is that of the Pontiac Wheelmen. At a recent meeting the following officers were installed: President, C. W. Mason; vice-president, C. M. Cohen; secretary, W. T. Stewart; treasurer, J. Oatman, and Capt. C. P. Stanbach.

The two and five mile races of the Lexington Wheelmen, of this city, will be run over the Elizabeth-Cranford course May 30. More than the usual number of entries have been received to date, and in all probability the events will be shining lights in the history of the club's progress.

The Newark Wheelmen, of Newark, N. J., have decided to make the club road team consist of Bardeau, Underhill, Henshaw, Bishop, Ford, Ross, and the Hildebrandt brothers. These men are all fast movers and are well able to defend the prestige of the Newark on the path or road.

An enjoyable ride participated in by men, who can appreciate such pleasant affairs, was taken by John G. Gulick and a party of ten friends last week to Stillwell's, Gravesend, L. I., where a bountiful fish dinner was served to the party, after which they rode quietly home.

THE LICENSING SCHEME.

The Hitch Between the Licensing and Appeals Committees Settled—Proposition to Adopt American Rules Lost.

LONDON, May 19.—Two important Union meetings were held on Thursday and Friday this week. The former was a meeting of the London Center, and as the decisions arrived at were virtually adopted by the special meeting of the council of the Union, held at the London Tavern on the following evening; there is no occasion to dwell upon what took place. Robert Todd presided over a full assembly of the delegates from the various clubs in the London district, and among the speakers were T. W. J. Britten, Hillier, Low, Turner, and Sisley. The agenda at the special council meeting was the sole subject discussed, the proposals thereon relating to the working of the licensing rules and the hearing of appeals. It is noteworthy that while Hillier, Turner, and Low were virtually agreed that the licensing system had done much to purify the path, and was well worth continuing Britten (the honorable secretary of the trade licensing committee, and treasurer to the Union) warmly condemned the scheme as futile in checking the evils rampant throughout the country, and prophesied its complete failure in the future. Due allowance, however, must be made for Britten's pessimistic bias, as Herbert Spencer would term it.

On Friday the special council attracted a rather thin, but nevertheless representative attendance, about forty being present. Mr. Tanner occupied the chair, and Robert Todd commenced the sitting by explaining the dead-lock which had arisen between the licensing body and the appeal committee. While the former body sat in private, and secured whatever evidence it could get under promise of secrecy, and the appeal committee, under the existing rules, held meetings publicly, and exercised judicial methods in hearing appeals. The two bodies were consequently quite out of harmony; witnesses absolutely refused to appear before the appeals committee and support the statements they had previously made. Consequently it frequently became impossible for the licensing body to present a case against a rider appealing, such as would insure their decision being upheld. The licensing committee had at length revolted against this state of things, and at the present time had nearly a score of applications in hand which they would neither grant nor refuse until some alterations had been effected. Mr. Todd recommended and proposed that in future, "All meetings of the appeals committee called to deal with any question relating to licenses shall be held in private, and the committee may in such case take such evidence, and deal with the matter of hearing appeals in such way as the committee may think fit." Mr. Todd also

Proposed a Modification of the Rules

relating to the working of the licensing scheme, which was intended to restrict the privilege of appeal on the part of a rider refused a license by the licensing committee. It ran as follows: "But no such decision shall be appealed from without the consent of at least one-third of the members of the committee present, and voting upon an application for such consent." It was also provided that "Any application for leave to appeal from any such decision as to licensing shall be made within fourteen days from the time when the decision complained of shall have been communicated to the rider affected."

These proposals were seconded by Hillier in a characteristic speech, and ultimately carried unanimously. In the brisk debate which took place, however, some notable speeches were delivered. Mr. Brock, of Bristol, supported the propositions. Dr. Turner referred to the thunders of the cycling press being totally misleading regarding the general dissatisfaction with the scheme felt throughout the country. With a few exceptions all present that evening seemed determined to continue the present system, and coming, as they did, from all parts of the country surely they represented the feeling more accurately than the press. Referring to the proposed alterations Dr. Turner reminded the meeting that the Jockey Club heard cases in private, even going to the length of employing detectives to establish a case against a suspect, and from their decision there was no appeal. Mr. Atkey, of Nottingham, thought the scheme a failure because sufficient vent was not provided for men to race who were refused licenses. If plenty of professional racing were provided a hard line could be drawn, but some centers refused at present to shut a man out entirely from the sport by refusing his license.

Speed, He Held, Was a Commercial Commodity,

and any man, inside the sixty-yards mark, who did not recognize this and become a maker's amateur, was a philanthropist and entirely deficient in smartness. (Sensation.) J. Blair, to provoke further discussion, moved that the whole matter be referred back to the general committee with the instruction that they should consider the advisableness of adopting the American definition embracing two classes of amateurs—A and B. He thought that then an autocratic committee might transfer men from A to B class as occasion arose. H. H. Griffin pointed out that the Amateur Athletic Association would not agree to this, and that, as scarcely 5 per cent of the cycle races in the kingdom were promoted by purely cycling clubs, such a departure would wreck the sport. Blair's amendment fell through. Mr. Bromage, of the Birmingham Center, suggested the abolition of the present system at the close of this season, but his amendment met with no support. In his reply on the debate Robert Todd dealt cleverly with Atkey's presentation of racing ethics, and sternly condemned his views. And so the meeting ended, the compromise appearing to be equally acceptable to those who had denied the abolition of the appeal committee, and those who were opposed to any extension of the licensing body's powers.

I think much has been done by the meeting to allay friction between the provincial centers and the officials in London, and I have little doubt matters will now work fairly smooth during the rest of the season.

At the general meeting of the Cyclists' Touring Club, held on Thursday at Covent Garden Hotel, about one hundred and fifty were present. Although Henry Sturmey still objected, it was unanimously decided that steps should be taken to arrange for the co-operative purchase of machines by members. The only other business consisted of a motion, which was passed, reducing the quorum for a general meeting to twenty-five—a deplorable evidence of the lack of interest taken in the club at the present time. It is quite difficult to discover a well-known cyclist at any gathering who is a member of the Touring club as I have proved for myself.

Carlisle Gives Up His Record Ride.

R. H. Carlisle, who started early this week from Land's End, bound for John o'Groats, gave up, owing to heavy rain at Gloucester on Wednesday. He declares he will start again next Monday.

We had a gloriously fine Whitsuntide in the south where thousands of riders toured under ideal conditions. Sunday and Monday were hot, sunny days, with but little dust to mar the cyclists' pleasure. The Stanley C. C. had a good time in Kent amidst the hawthorns, hyacinths and hop-poles.

At last the Kingston running down case has been settled. At the Surrey Quarter Sessions, last Tuesday, the prisoners surrendered to their bail and their solicitor announced that they had paid Saunders, the unfortunate cyclist, \$625, with which he was satisfied. The magistrate fined the furious drivers \$25 each.

As I write, the first North Road fifty is taking place north of Hitchin. Over forty men have entered, including several tandem pairs. Shorland and Bidlake form one of these combinations, all of which started behind the scratch men on singles. The brothers Ilsley, Wridgway, Brown, and other speed men are taking part on single safeties.

On Wednesday J. W. Stocks Appealed

against the refusal of his license, but failed to win his case. Stocks is now in the service of the John Griffiths' Cycle Corporation.

At the Putney track a twenty-four-hour race will be held on July 6 and 7. It remains to be seen whether, in addition to the big Cuca struggle, talent will be forthcoming to support this long-distance ordeal.

As might be expected, country race promoters, ever eager to secure a novel attraction, have not overlooked the existence of the racing woman emancipated from skirts. On Whit Monday there were women's races at Bedford and Leicester. While not applauding or encouraging this departure, I am convinced that it will not exercise any unfavorable influence on the adoption of rational dress among women of the respectable classes, as some writers persuade themselves. As well might it be thought that the extravagances of the 'Arriets at 'Ampstead, on donkeys, would deter ladies from equestrian exercise in Rotten Row.

According to *British Sport* G. P. Mills intends to start for the London to Edinburgh record on Monday from London. Carlisle holds the record at 32:55:00. On Tuesday T. Parker will attempt to reduce the London to Bath and back record, held by C. G. Wridgway, who did the journey in 14:23:00.

The ministers of the Kingston on Thames churches have held a meeting and passed a resolution calling upon the police to regulate the cycle traffic through the town on Sundays, which it is stated has become a dangerous nuisance. It is said that 20,000 riders passed through the town last Sunday, which must be an exaggeration. The streets of the town are narrow and winding and there is little doubt that tomorrow many unwary riders will be pulled up and summoned for furious riding by the zealous police.

C. W. HARTUNG.

Racing Men at Springfield.

SPRINGFIELD, MASS., May 28.—Never before in the history of cycling has there been such a crowd of racing men training at Hampden Park. The large training quarters are crowded to their utmost capacity. The track, under the watchful eye of Sandy Sinclair, is in the best of shape. Six or seven different teams are here at work and more are expected every day. Some fast quarters have been done, several claiming to have ridden in :28. Taxis has ridden the fastest mile up to date—2:11½. Besides the Sterling, Union, Victor, Spalding, Rambler, and Columbia teams, there are several other fast men. C. Rhuder, a South American rider, Dan Connelly, of Boston, C. A. Persons, of saddle fame, Jenny, of Utica, N. Y., are rapidly rounding into form.

Broke the Ten-Mile Record.

RICHMOND, MICH., May 25.—T. W. Cooper, of Detroit, broke the ten-mile road record in the Richmond road race today. He covered the distance in 26:10, the previous best being 27:55, held by J. Willis; C. Barthel, also of Detroit, won second time, finishing two seconds behind Cooper, being beaten out in the sprint. That there may not be any dispute over the record a surveyor will be sent to measure the course tomorrow. B. H. Wark, of Detroit, won the race in 28:44 from the 7-minute mark.

A. G. Harding, of St. Louis, who recently broke the DeSoto record, rode a No. 8 Rambler on his record ride. The machine came through without a scratch or puncture, although the course, which is very hilly, was in bad condition.

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GEO. K. BARRETT, EDITOR.

DECORATION DAY.

Not less than fifty road races and track meetings were held on Decoration Day. Nothing can more fully demonstrate the hold that the sport of cycling has taken on the country. It is wonderful. A decade and a half ago, the bicycle was a toy. Ten years ago there was not a tithe as many wheels ridden as there are racers today.

Fifty race meets!

That means 3,000 competitors.

Great age this!

THE BEARINGS has always predicted that cycling was in its infancy. It is still in its infancy. To be sure it is a large healthy infant. It has gone through all the infant diseases unscathed, and is well started on the road to life, but is an infant still. The sport is but a small part of cycling, but it is an important part. The sport is the pulse of the pastime. The more the sport prospers, the more the pastime will prosper, and the more the trade will prosper.

Last Wednesday saw nearly four hundred wheelmen, enthusiastic, brimming over with animal spirits, compete in friendly fray over the magnificent boulevards and execrable streets of Chicago. It was a sight to stir the blood of an iconoclast. Chicago's citizens, tens of thousands of them, were treated to a spectacle grander and more exciting than ever greeted the eyes of the Roman aristocracy in the Coliseum.

What will they see in another ten years?

The number of competitors in the great road race at that time will be limited only by the number of men that can start on a boulevard 200 feet wide. Imagination can hardly picture it.

A NEW DEPARTURE.

A new departure was tried in the great Chicago Road Race. It has been the custom, heretofore, for aspirants for time honors to go back from the marks assigned them by the handicapper to scratch, or to some other mark, where they thought that other riders would be of assistance to them. This year the custom was abolished. Every man was compelled to start from his mark, or, if he did not start from it, his time was taken as if he had done so. There was considerable dissatisfaction expressed at this action, but it did no good.

The new rule is a good one, and it would be well to incorporate it in the rules to govern road racing if such are ever formulated and enforced. At the present time the promoters of road races all over the country make their own rules.

As things were in previous road races, a man who had 1 minute start was allowed to go back to scratch, take the pace of the scratch man, or men, and, perhaps, beat them out. This was an injustice to the scratch men. As things are now, a man may have to ride alone from the 1-minute mark, and make all his own pace till he can catch the men ahead of him, or is caught

by those behind, while two or three men on scratch may pace each other and have superior advantages for making fast time. In the latter case the 1-minute man is at a disadvantage. But this is something that may occur in any race, and is one of the accidents of fortune. There should be some set rule and the one that was enforced in Chicago is the proper one.

RANK INJUSTICE.

Handicapper S. A. Miles is feeling not a little put out over the selection of another handicapper to allot the starts in the Chicago matinee races that will be run at the track constructed for the League meet last summer, and run in part by the same people that ran the League meet races. Miles handicapped the races at the latter meeting, and did the work well, as he always does. At the regular allowance for handicapping his bill amounted to a little less than \$300. In addition to this he paid messengers who ran between his office and that of the printers of the programme, and rendered valuable services on the press committee. Further than this his company subscribed generously to the guarantee fund of the meet, and paid the assessments levied under that guarantee. When Miles sent in his bill he sent a note with it, saying that the committee in charge of the races knew what they could afford to pay for the handicapping, if anything, and left the whole matter of remuneration in their hands. He never received even the courtesy of an answer to the note, and has never received a cent for the work that he did. It is not strange, then, that he should feel hurt that another should be given the work to do at the matinee races. Without prejudice to any one else it may fairly be said that Miles has not an equal as a handicapper in the west, if in the country, so that his ability can not be called into question. We like to see fair play. In this case we can see nothing but the rankest injustice.

STRAY SHOTS.

Rational Dress in America.

It certainly seems as if reformed dress were going to succeed across the Atlantic, though its progress so far is amazingly slow. As it is imported into Chicago, it does not seem to us over here to deserve the adjective "rational" at all. It has blossomed out into very full bloomers fastened at the knee, but falling over from there to the shoe. Where the advantage of such a costume lies, it would be hard to say. It is ugly, cumbersome, and only one degree worse than the skirt it is designed to improve upon.

Some of the exchanges are giving illustrations of reformed dress; and in New York and Brooklyn they say that lady cyclists are taking to skirtlessness quite rapidly. Nearly a dozen lady members of one New York club have adopted it. At first they had some ado to be bold enough to take the first step. There were discussions upon the subject of rides at dawn, or wanderings at dusk. But at last a daylight meeting was resolved on, and they all went out in a body to support each other. They certainly heard a good many remarks, but none of a scathing character, and now they venture out boldly, and forget that they ever had any fears.—*Bicycling News.*

Petticord Will Ride with Lenz.

Charles G. Petticord, of Pittsburg, is at present laid low with rheumatism contracted on a recent long run. Petticord is famous as a long-distance rider. He is employed by A. G. Pratt & Co., agents for the Victor, in whose window is displayed one of the handiest wheels ever seen. This is a Victor, '94 pattern, weighing twenty-eight pounds, and all gold plated. The wheel is plated heavy, and is for practical use, for Petticord will ride it when he meets Frank Lenz, the globe girdler, upon his entry into Germany. Lenz will reach that country about November 1, and will then visit his parents before completing his long and pluckily made journey.

Bicycles Hurt the Livery Business.

"And begorra, these bloody beecycles do be injurin' the cab business and the livery business all the day," said a Boston "cabbie" early in the morning to a BEARINGS correspondent. He was not unfriendly to the bicycle, though it did give him a lot of bother "lookin' out for the thing all the time." From this cabbie, and from men interested in the livery business in many other cities, the fact is that bicycles are seriously injuring the livery interests of the country.

In Defense of Wheelmen.

Men with "wheels" are not to be despised or derided. They are the pioneers of progress, furnishing motive power to thought and industry. They are a necessary element of our civilization, and deserve encouragement and praise rather than blame.—*St. Paul Globe.*

Broke the Iowa Double Century Record.

J. A. Pallister, of Ottumwa, Iowa, has broken the state double century record. Last week he rode to Des Moines and return in twenty-five hours. An accident on the road delayed Pallister two hours.

The Young Woman's Christian Association, of Minneapolis, has formed a bicycle club, and at the last meeting decided that the bloomer costume should be worn on all club runs.



Give the Horse His Due.

That very old and well-worn topic, the horse and the wheel, is never worn out. I read last week in THE BEARINGS another vindication of the wheel as against the horse. It came from Milwaukee and went to show that men, mounted on bicycles, had ridden over the course of the Waukesha road race in time much faster than horses were able, ridden at full speed, to do it.

I have always had a few sober ideas of the man-versus-horse question, and with your leave I will vent them.

The controversy is quite purposeless in the first place. No reasonable comparison can be drawn between the speed of a horse and a man on a wheel. Contests between them prove nothing at all unless it be a bit of sport for spectators who like exciting contentions. The conditions under which the contestants compete are too dissimilar. Other things equal, a man can not beat a horse. To be perfectly fair to the horse, the man should run with his legs and even carry a little weight on his shoulders to make even for the man on the back of the animal. The tremendous leverage which the man awheel is given by means of the mechanism under him outlaws all comparison.

It is the popular trick for cyclists to point with pride to the fact that the wheelman's power of endurance is so much vaster than that of the horse. This is all a mistake. In some respects a man has more power of endurance than the noble beast. He can stand more whisky and less sleep perhaps, but in a straightaway jog on the road the horse will kill him every time. In speed, too, who will contend that a man may compare with a horse. We boast that the cyclist with all his leverage of wheel can go faster than the trotting horse, whose gait is purely artificial, and who is compelled to drag a vehicle after him. But on a good track, with skillful rider, a running horse (i. e. with his natural pace) can out-fly the swiftest cyclist extant.

Let us fancy, if we can, an invention which will add that advantage to the natural power of the horse that is given to the leg and lung power of the man by the cycle. With such a machine (and it is a mere matter that any good mathematician can figure out in four minutes) a fast horse could out-foot the speed of the swiftest locomotive ever built. I do not seek to disparage those cyclists who hold out for the wheel as against the horse. But as the poor horse is dumb and can not say a word in his own defense, when his head is assailed by the cyclists, I desire to say this word here for him.

This matter of the horse and the wheel is very like the case of Sandow, the strong man, and the lion. Sandow made a match with Colonel Boone's lion at the Midwinter Fair, and agreed to throw him at wrestling. The grand old lion was muzzled; his paws were encased with thick gloves, and his legs were handicapped with intricate ropes which curtailed his freedom. In these conditions the king of men went at the king of beasts. But the grand old lion would not degrade his majesty by even so much as winking an angry wink at the insults and the cuffs the strong man gave him.

Oh, if the lion had but one of his great paws free how he would, with one deft and contemptuous blow, have shattered the strong man's skull as you or I might crush an egg shell with our fingers!

It was no credit for Sandow to tempt a bound lion. And it is no credit for any man, aided by one of the most remarkable inventions of mechanical science, to brag of his superiority over a dumb brute that, with a fair chance, would laugh at his puny efforts even as the wind.

WHY HE DIDN'T WIN.

Now that the race is over
The victory lost and won;
There's many a man that knows the pace
At which the trick was done;
You can hear him telling the story
At many a bar in town
How he certainly would have come in first,
If he hadn't fallen down.

Chance of Your Life.

Round the world Lenz is writing more stories from the wonderland in which he is traveling. His latest efforts in *Outing* for May are quite as amusing as any stories we have had from round-the-world cyclists, since round-the-world cyclists first put in an appearance. Lenz says he is in the interior of China, and having no end of trouble with the pipe men in that part of the empire. No victim of the Spanish Inquisition was tortured quite as much as Lenz has been, according to his own story. The celestials forced him to ride up and down the muddy streets of the city just for fun, which of course he did, because if he didn't they would have split his head with a hoe.

I never could exactly comprehend why it is that these round-the-world tourists will leave nice, warm, comfortable homes and go bury themselves in the wildernesses of Asia when they know full well what kind of treatment they will receive when they get there. I have yet failed to find a round-the-world wheelman who was not used worse than the hero in a melodrama, from the moment he landed on an Asiatic shore until the

moment he came again into civilization. I presume they know just what their friends over here expect of them, and they serve it up hot and strong.

Now, here's a splendid chance for some cyclist to wheel round the world, and make a reputation for himself by *not* being beaten half to death by bushmen in Australia; *not* escaping with his life from a horde of Chinese laborers; *not* bamboozling the tribes of Africa by doing trick riding on his wheel, and *not* being marched back by troops of native soldiery from the misty borderland of Beloochistan. If some enterprising cyclist would give us a dose of another kind of story—say that of being entertained royally by the Chinese emperor, having supper privately with the Akoon of Swat, and dining with the Khedive of Egypt, I am sure he would be a fad.

Your much abused and hair-breadth-escape round-the-world wheelman is getting, we are forced to confess, a trifle of a chestnut.

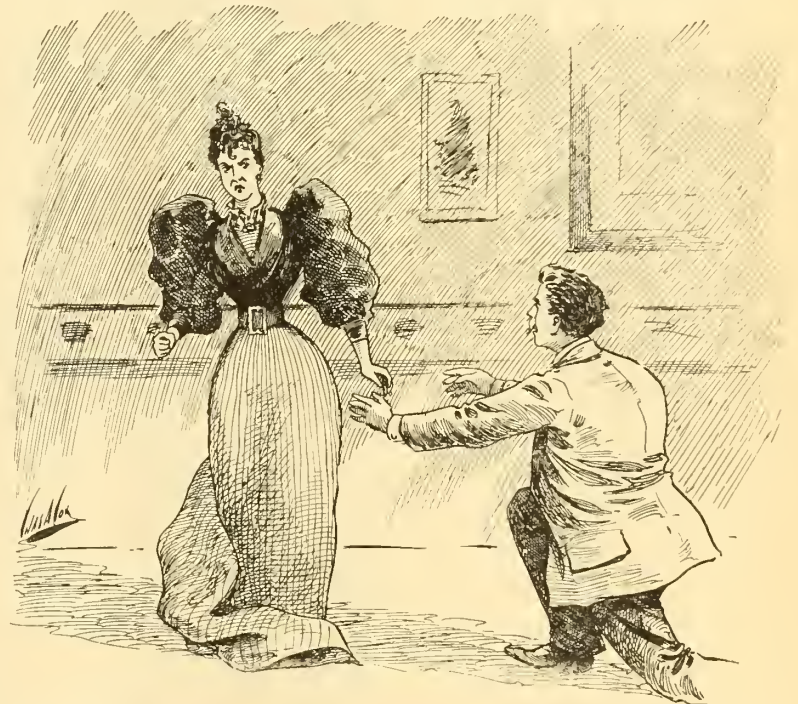
Had a Popular Excuse.

"Away! Leave me forever, false, fleeting, perjured villain! I scorn your love!"

As Mariana Dolan uttered these words she turned her fine greyhound back on Pendennis Fogarty and made as if to leave the room. Fogarty fell on his knees.

"Do not disdain me, proud beauty," he said; "I can explain all. Mercy! Mercy!"

"Explain! Mercy!" exclaimed the haughty girl, as she gathered up her tail feathers and flashed a flash of flashing hate from her flash eyes.



"Explain! Did you not promise that you would win the time prize in the road race, or, if you failed, never to look upon my face again. Did you not? Answer me, scoundrel."

"I did, Mariana," replied Fogarty, "but I thought——"

"Thought!" Miss Dolan repeated ironically, adjusting her false bang. "Begone!"

Fogarty jumped from his knees and caught the girl by the left wrist.

"Beautiful, false devil," he hissed in her ear, "I will explain in spite of you; I might have won the time prize only for one thing. *My vaccination scab had not yet fallen off.*"

And Fogarty strode out into the cruel black night, leaving Mariana Dolan alone with her remorse.

Would Be Beneficial to Both Clubs.

DETROIT, MICH., May 24.—The Michigan Yacht Club has made a proposition to the Detroit Wheelmen that, if ratified, will help both organizations. The scheme is to give the Detroit Wheelmen the privileges of the Michigan Yacht Club home on the island during the summer months, if the wheelmen in return will accept as steady company the members of the Michigan Yacht Club during the winter months. It is understood that the Detroit Wheelmen will add a bowling-alley and other important improvements to their clubhouse, and in this respect the advantages to the yachtmen will be considerable, for half the year their expensive clubhouse is of no use to them. On the other hand the wheelmen are the most regular and the most enthusiastic patrons of the island, and to have a handsome resting place, such as would be afforded by the yacht club, would be exceedingly desirable to them.

Frank Klipfel, of Buffalo, is the greatest centurion in the world, having ridden no less than fifty-four centuries. He is local centurion of the Century Road Club, but has thus far secured only eight of the bars coming to him. He will apply for all the others. Klipfel is not a large, strong man, as one would suppose, but small of stature.

PITTSBURG POSITIVELY PROGRESSING.

The Smoky City Preparing for a Season of Racing—A New Track Scheme.

PITTSBURG, PA., May 24.—Pittsburg has been handicapped for a number of years, because it has never had a suitable track to hold a race meet. But at last the Pittsburg Athletic Club, which is the biggest organization of its kind in this section of the country, has decided to build a thirty-foot quarter-mile track. The grounds are centrally located, and the wheelmen assure the association that it will be well paid for the time and expense it has spent in building this track. Its park was about one hundred feet too short to put in a good quarter-mile track, and it found it necessary to purchase this amount of ground on the North End. The P. A. C. has been granted a sanction to hold a Class A meet on June 16. This will be the opening of the racing season in Pittsburg, and although we are several years behind other large cities in the racing world, we expect to make rapid advancement, and by the end of the season be among the leading racing cities.

The proposed road race from Wheeling, W. Va., to Pittsburg, is attracting considerable attention. This race will be open to the riders of Pittsburg, Washington, Pa., and Wheeling, W. Va. The course is some sixty miles long, the first eighteen are as good as the Lake Shore road, while the balance is all up and down hill. A man who has not ridden over this route can hardly realize that the first eighteen miles of the road can be level and the next forty or fifty be up and down hill, without three-fourths of a mile of straightaway on any part of it; but nevertheless this is true of the national pike—between Wheeling and Pittsburg. Following this race will be one from Cleveland, and another from Buffalo, N. Y. J. Wade McGowin, vice-consul of the Pennsylvania division, has been selected to take charge of the Pennsylvania relays in the national race from Washington to Denver this fall. The course enters Pennsylvania near Cumberland, Md., and strikes West Virginia at New Alexandria, about eighteen miles from Wheeling. The entire distance, with the exception of the first few miles after leaving Maryland, is up and down hills, over ridges, and through the famous Cooley district in Fayette County. About two years ago the Pittsburg Leader had a relay race from Washington to Pittsburg over this course, but instead of striking toward West Virginia they left the national pike at Brownsville, and came to Pittsburg on what is known as the Brownsville road. The riders experienced considerable trouble in making any kind of time, as they found it almost impossible to ride down these hills at night, to say nothing of the absolute impossibility of riding up.

Chairman Raymond's prize rule for Class A races has thrown our local race promoters into a state of confusion. Connellsville, a good-sized town, a few miles from Pittsburg, has a race meet scheduled for May 26. The promoters secured a number of valuable prizes in the way of spring suits, fancy leather chairs, etc., and when they sent in their list of prizes to the local handicapper, were informed that the majority were useless for a Class A meeting. They at once wrote to G. D. Gideon, who represents this district in the Racing Board, asking to have an exception made in their case. The answer was that exceptions would not be made in any one's case this season, and if riders competed for prizes other than those allowed, they would immediately be put in Class B. The Connellsville boys are now skirmishing around looking for jewelry and bicycle sundries.

The race meeting to be held by the Pittsburg Athletic Club, which will be open to Class A riders only, on June 16, will be followed by a big meeting a few weeks later, which will be open to all riders of both classes.

A. L. Banker, the older brother of George, will ride for the Keystone this season. The Pittsburg Athletic Club has added to its list of racingmen L. H. Bannister, of Youngstown, the winner of the Buffalo-Pittsburg twenty-four-hour road race, and Lou Fleming, who rode for the Allegheny Athletic Association last season.

Lemont & Whittemore, of Worcester, Mass., will hold a road race June 9. Entries close June 2.

DIRNBERGER A NATURAL ATHLETE.

His Father Tells Some of Mike's Boyish Feats—The Buffalonian Will Come East June 15.

BUFFALO, N. Y., May 21.—Mike Dirnberger writes his parents in Buffalo that he is not well, the climate seeming to disagree with him. He and Bliss are training on the Stockton track, and do not expect to come east until June 15, so he says. Both have ridden very fast halves. Should they not come east until late in June, the intention is evidently to make the start of the season in the national circuit. Thus the New York state circuit and its many valuable prizes will be overlooked. Mr. Atkins undoubtedly realizes the enormous task before his boys this season, and is determined that they shall be in the top notch of condition before their season starts.

Mr. Dirnberger, Sr., had proofs of the pictures taken of the boys on the fence beside their training grounds, and they did look so homesick. Mr. Dirnberger is naturally well pleased at the great success of Mike, and in answer to a query from THE BEARINGS man regarding Mike's strength and its coming naturally to him said, "When I was a boy, there was nothing too great for me to tackle in any branch of athletics. I was strong as an ox, and knew how to use my strength. As I grew older, and my family grew up around me, I paid no attention to athletics. Well, one day, as we lay on

the grass in the back yard, one of the boys had a string stretched taut in front of us. I jumped up, and giving a run, leaped over it. I had no sooner done so than Mike followed me, his first jump. I saw it was a challenge, and the holder of the string raised it gradually, until I had to lie down before the prowess of my boy.

"Well, one day a little later, there was an accident down the street, and I started on a run. It was probably two hundred yards away. Mike came up behind and coolly told me I could not run fast. It was a challenge, and I accepted. Again my boy made me quit.

"Mike has competed in athletic events for some years at the regiment and here in Buffalo, although still under age. His success in cycling is only in line with his success in athletics. He is a good boy and I am glad to see him succeed. But if I have my say he will stop this season and tend to business. I have been told he was a success as a traveling man, and I think he had better stick to that."

She Believes in Bloomers.

Miss Lucy Porter rode her fifteenth century recently, going to Spring Lake and back, accompanied by Ed Porter. It was a difficult ride even for a man, as rain overtook the tourists at Lake Bluff, and they were compelled to ride over the railroad tracks from there to Evanston.

Miss Porter is undoubtedly the first lady to ride a century this season. She wore a bloomer costume, and finished less tired than at the finish of any ride last year.

Miss Porter's costume is greatly admired in Chicago, and is being copied by numbers of the ladies. It was designed by a prominent ladies' tailor. The suit always hangs straight, and never bunches or gathers at the knee. It is made of black storm serge, and each leg is sixty inches in circumference, hanging to four inches below the knee. Below these Miss Porter wears leggings. Her upper body is clothed in a ladies' sweater. Some ladies prefer a long jacket over the hips.

Miss Porter rides for comfort and health and secures it. In position on the wheel she is gracefully erect, and on the road, be it rough or smooth, can hold her own with the best of them. Her riding partner is Miss Lizzie Hegerty, who has also fifteen bars, and is quite as hardy a rider as Miss Porter. On most of the centuries of these ladies Ed Porter has acted as escort.

Windle Will Go For Records.

Private advices from Millbury, Mass., the home of Willie Windle, champion, states that the record breaker will follow his usual programme this year and make another attack upon the records this fall. Windle has announced his retirement from the path, but cycling has so great a hold upon him that he can not resist the temptation to make his annual onslaught on Father Time. Willie will not get up in a race this year. He is attending school in Boston, and devoting all his time to his studies.



MISS LUCY PORTER

Mountain Scenery Sublime.

Those L. A. W. members who are fortunate enough to be able to attend the national meet at Denver will find it one of the most charming spots in America. To our eastern friends we especially recommend this trip. Denver is beyond any question a cyclist's paradise. The mountain scenery is simply sublime, and the roads are magnificent. There are places where one can coast from thirty to forty miles continuously without once removing their feet from the coasters.

Be sure and take your *Waverley* with you. You will want it every day while you are there. If you do not care to be bothered by having it checked, take it to our nearest *Waverley* agent, have it nicely crated and ship by express. Any *Waverley* agent will crate it for you free of charge, and you will want it so badly. There are whole clubs of Waverley riders in Denver who will welcome you with true western hospitality. You will find it a most enjoyable trip in every particular, and one that it will be a pleasure to look back to in the years to come.

Take our advice. Take your Waverley and visit Denver during the national meet in August. We shall make arrangements with our agents there to take care of your machines while there, and in case of any accidents to replace all parts and make all repairs that may be necessary during the meet, entirely free of charge to *Waverley* riders.

If any of our friends are going recommend the Waverley to them. Remember we guarantee it equal in grade to any bicycle built, regardless of price.

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Indiana Bicycle Co.

INDIANAPOLIS, IND., U. S. A.

WHEELMEN INVITED TO CHURCH.

A Boston Clergyman Writes a Most Remarkable Letter to the Cyclists of the Hub Asking Them to Attend Services.

BOSTON, MASS., May 26.—The Hub can claim the precedence in many things bicyclic, but now she can claim another point; and this one a very unique one. She has a minister, who not only rides a wheel himself and believes in Sunday riding, too, but who has invited all the wheelmen to come to his church whenever they like on their wheels, which will be cared for by a special committee.

His name is James Boyd Brady, pastor of the People's M. E. Church, the largest church of that denomination in this vicinity, and a man who has many times before astonished the natives, so to speak, by some of the most radical departures from good old hide-bound customs. He took his church, which was in a run-down condition, and by his wonderful energy and executive ability he brought it up to the point it occupies today—the very foremost and most talked-about church in Boston.

The fact that he is an enthusiastic rider himself is probably the explanation of the letter which he has sent out to all the Boston riders. This bicycle question has been creating a great uneasiness among the good clergymen of this section. They did not so much

Object to the Young Men Riding Sunday

as they did to the fact that they did not run to church. It kept them away from the church and its activities, and this they regarded as a direct blow at the work they were carrying on. But it is safe to say that not one of them, of all the ministers who have been so uneasy on the subject, had the courage to take the bull by the horns and invite the wheelmen to come, wheel and all. Here is the letter in full:

"TO THE WHEELMEN OF BOSTON AND VICINITY:

"Gentlemen: Permit me to say a few words that have long been in my heart. Practical science has furnished us with a new and pleasant means of going. Personal experience proves that cycling is good for the body, good for the mind and, properly applied, good for the soul.

"In earlier days I used the gymnasium, pedestrianism, and equestrianism. The first was too local, the second too prosaic, and the third provoked the criticism of the old women, male and female, in my churches. It was then I tried the wheel and found it a time saver, a lung expander, a blood vitalizer, a spirit exhilarator, and a splendid preparation for superior preaching.

"Being one of the first clergymen in New Jersey to adopt the innovation

The Sanctimonious Squirmed, the Supercilious Sneered,

and the thoughtless snickered, but I kept on, and today attribute much of my vigor and vitality to the proper use of the wheel.

"Upon coming here I discovered, to my great satisfaction, Boston in general, and Columbus avenue in particular, to be a great wheel commercial center. I discovered, also, that unlike either Brooklyn, New York, Jersey City, or Newark, there were splendid facilities for good wheeling in all directions, except seaward, and that these facilities were both appreciated and utilized by you.

"It was then there came over me a wave of anxiety lest this most advanced advancing and exhilarating exercise should be turned into a bane rather than a blessing. You will excuse me if I say I am still anxious, especially when, on the Lord's Day, I see so many of our brave, sober, industrious, and intelligent young men swing down the avenue in double column, in splendid form, on an excursion.

"I do not, and I can not find it in my heart to condemn in unqualified terms this custom. I know many, and perhaps most of you, are confined in your offices and stores during the week, and that Sunday tempts you to take a good long spin. Our Lord himself has said, 'The Sabbath was made for man, and not man for the Sabbath.' But He said that on His way to church.

"So far as I have been able to learn it is not the custom for you to go to church on your wheels. Here the danger begins. You will be tempted to Sabbath desecration and personal dissipation. Here are two danger points: Sabbath secularization on the one hand, and personal dissipation on the other. The one is the Scylla of ruin, the other the Charybdis of destruction. Striking on either, as you are liable to, means inevitable disaster.

"Under all these very serious circumstances it is a solemn and important problem how you can take a good, healthy, happy bicycle ride on Sunday, avoid utterly these dangers, and at the same time keep the Sabbath Day holy. This is the practical pressing problem, and I think I have found a solution.

Nobody Deems It an Infraction of the Sabbath

to walk to church, or to drive to church, if the distance be too great to walk. In fact, many churches in country places are provided with long rows of sheds to accommodate equestrians.

"Now I take the ground that it is not really so near an infraction of the Sabbath to ride a bicycle to church as it is to ride a horse—the horse may need rest, the bicycle doesn't; besides a bicycle is much quieter and more Sabbathic.

"My proposition then is this: That you continue to ride your bicycles on Sunday, but that you ride to the right place—ride to the House of God, ride up to His Holy Temple and worship Him; ride to His sanctuary if you will, and sit together and sing His praise and ask His blessing, and go home with

your mind inspired by His truth and your life saturated with His joy and love. Thus you will find rejuvenescence for mind, body and soul. In this way the time may be near when whole battalions of bicycles will be running hither and thither on royal and beautiful errands for the Master on his sacred Sabbath. It is right to do well on the Sabbath Day.¹

"The bicycle in this regard may be the avant-courier of the only universal, the everlasting kingdom. But I hear you say, the church would think it queer of us. They would look askance at us coming in our bicycle suits; besides, we have nobody to take care of our wheels while we are in the church. I answer that by saying, that every bicyclist knows how to carry an extra coat if necessary, in fact, every careful man will carry one as defense against sudden cooling. And furthermore, I want to say that arrangements have been made at People's church, Boston for the entertainment of wheelmen. A committee has been appointed to take care of wheels, and a hall and room provided for them on the Berkeley street side, so they will be perfectly safe. The wheelmen of Boston and vicinity will be treated with gentlemenly courtesy.

"Our congregations are large, but our church is spacious and right on the main route passing through the heart of the city. In the name of its membership, and in the name of Sabbath keeping, and in the name of good religious sense, I most cordially invite all wheelmen of Boston and vicinity to accept our well-meant arrangements as their own when passing through our city.

"Yours most truly,

"JOHN ROYD BRADY,

"Pastor of the People's Church."

This Is the Most Remarkable Document

that has yet been produced by the bicycle. Can not you see that it recognizes the bicycle as an active actual factor in life, and as such makes a place for it? It does not ignore, or bitterly attack or sneer or throw mud, but it manly and courteously and kindly takes hold of the problem, for such it feels the situation to be, and solves it.

It is a great step forward for our beloved wheel.

Rev. Mr. Brady's church has been famous always, or that is since he came, as the home of all that is radical, and yet practical in church departures. This, though, caps the climax.

Wheelmen are watching with curiosity and interest the coming Sunday to see if his invitation is accepted.

Quincy's Programme.

QUINCY, ILL., May 26.—The wheelmen of Quincy are working with might and main to make the eleventh annual meeting of the Illinois division, to be held in their city July 3, 4, and 5, the most successful meet yet held. They expect to have a prize list worth at least \$2,000, which, with their fine track fixed up in the best possible manner, will, no doubt, attract a large number of the most prominent riders of the country. Already inquiries have been received from New York and from Texas in regard to the events, and the prospects for a large attendance are very encouraging. The three days' programme will include a boat ride on the Mississippi on one of the splendid river packets, a hill-climbing contest, a smoker, the usual parade and photo, runs to various points of interest, and possibly a road race. At Baldwin Park, where the races will be held, Professor Baldwin, the world renowned aeronaut, will make one of his thrilling balloon ascensions, with parachute descent accompaniment. The hotel and transportation committee have had assurances of a material reduction in hotel and transportation rates.

The touring committee are arranging for tours from the principal cities within a radius of 100 miles. The ladies are enthusiastically at work arranging their programme, and promise an interesting and enjoyable time to all ladies in attendance.

The Liberty Wheelmen, of Queens County, L. I., have offered a magnificent gold medal to the member riding the greatest number of centuries this year. As all the riders in this club are long-distance men, the competition will undoubtedly become quite brisk for the honor of winning the prize.

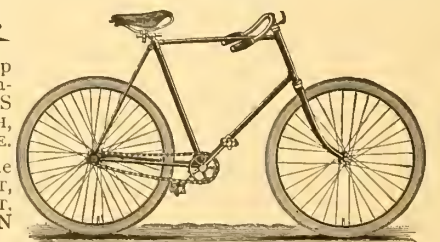
SYLPHS have won all the Important Events of the Season in Philadelphia.

In the Quaker City 5-mile Handicap Road Race, the first event of the season, held May 5th, three SYLPHS were entered and won FIRST, FOURTH, and FIFTH PLACE, and the TIME PRIZE.

In the Chester Bicycle Club 5-mile Handicap Road Race, May 12th, FIRST, SECOND, and THIRD TIME, and FIRST, SECOND, and FIFTH PLACES were WON ON SYLPHS.

In the 10-mile Team Road Race between the Y. M. C. A. and Peoria Bicycle Clubs, May 17th, FIRST and SECOND TIME was WON ON SYLPHS, while THIRD and FOURTH time was won on machines for which we have the local agency.

SYLPHS are Highest Possible Grade as well as Handsomest of the Season. They Win Races, are attractive and give Satisfaction. 22, 26½, 28, 30, & 32 lb. weights to select from. Agents Wanted. Catalogue Free. Manufacturers and Jobbers of the most popular and complete line of medium priced safeties on the market.



ROUSE, HAZARD & CO.,

142 G Street,

Peoria, Ill.

Mention The Bearings



Fred Rau, 7:30, first place, - - time, 57:10.
J. Bezenek, 7:01, second place, - time, 56:51.
H. Van Herik, 7:00, third place, - time, 56:45.
C. H. Peck, 3:00, } tied for first time; time, 54:36.
W. Bainbridge, 2:00, }
A. Gardner, 4:00, third time, - - time, 54 57

It was a brave day and a brave race, worth going many miles to see; and so delightfully uncertain. Your real athletics, after all, is cycling. And a road race like the Chicago is the very best, the nonpareil, the *sine qua non* of cycling. It was the biggest, the hottest, and the best road race we ever had in this bailiwick and in what a glorious environment was it started and finished!

It was the old Pullman and yet it wasn't. The old faces were all there, with one or two exceptions and the old feeling to a greater or less extent. There were the old officers, or many of them, and the old familiar names on the programme and in the handicap list.

But how different was the surrounding! It was the Pullman, really, and at bottom. But it was like an old familiar book put into a new and gorgeous binding, inlaid all around with precious leathers of many dyes, and gilt all over—on back, sides, and edges. When we remember the old start at the Leland Hotel, with the puffing and the fuming of the railroad locomotives and the dusty, murky aspect of the old track yard at the left of us; and then think of the glorious scenery of that garden, Lincoln Park, we feel stunned. It was like meeting an old chum of ours who had been taken away, dressed up in the habiliments of royalty, tricked out with a retinue of servants, and come back to us face to face. We knew it, but we couldn't quite realize that it was the same thing.

The Dear Old Pullman

shrank away from us and tried to hide itself in some odd corner of our memory as if ashamed of its poor clothes.

The Associated Cycling Clubs had waved over the old race a wand, and lo! what a change. Grant and Lincoln looked down on the starters. The sun blazoned the park with a brilliance that made grass, flowers, trees, monuments, water, boulevard, and humanity itself burst out gloriously like the unfolding of some magic flower. Bicycles were not bicycles. They were gleams and glimmers of sunlight. The park and the lake were splendiferous. Verily, the old Pullman was there only in spirit. All the rest was of the picturesque.

But little of all this occurred to the eager cyclists who, half clad, stood guard over their wheels, waiting the word to go. As if in mockery of the gorgeous scene Old Boreas let himself loose and turned on that great array of humanity a blast that stirred the very marrow in their bones.

O, How It Blew!

Straight in the eye of the south it came whistling and singing in the trees and making sport of every loose shred of garment or decoration it could lay its touch to. Judges and timers and other officers of the race hugged themselves with cold. Lips were blue, and cheeks red, and fingers stiff. O, how the starters shivered! Nothing between their skins and the shrieking blast but a bit of cotton, silk, or, perhaps, at best, one thickness of flannel, how the wind cut them! How it whipped their bare legs and benumbed their naked arms and sent the chills into their shuddering breasts!

Yet it was a brave day for all that.

Who ever would have thought that Freddy Rau would win? Why, a mere child, you will say. Yet he ran *such* a race. His little heart went at that north wind and fought it like a Scotch clansman. Many's the man in all that long string of starters that would have laughed at Freddy and his wheel. But Freddy was brave and he deserves all the glory that he will get. He is a big man in Chicago today and will grow with time.

And then, as if to mark the change of name and course, the time prize was a tie! Double victory! Peck and Bainbridge beat some pretty good men. The fellows they left in the ruck were princes of the road. To be, inordinately, lopped off without a jot of consolation is hard for veterans, but that's the way of the world. Besides it seemed as if the old order was doomed to a change, and the change came.

This was the first Chicago road race run and won.

Barring the Wind and Temperature

it was simply beautiful. But the new park commissioners should take a lesson from what happened and try to realize what they are there for. The park is for the people. The Chicago road race is the personal property of the people of Chicago, and the thousands and thousands of her folk that turned out to see the race should serve as a gentle hint to these commissioners that they should serve the public. They may not be fond of bicycling, themselves, but they are merely hired men after all and are ministers to the people's pleasure. The next time the Chicago road race is run the commissioners should see to it that the people are properly protected. Only the good nature of the men that finished and their high character as law-abiding citizens preserved the headlong and foolish crowd from extreme danger. And in this respect no praise can be too high for the wheelmen that crossed the tape in the big race.

The Start.

There must have been at least 60,000 people present at the greatest road race in the world; and they were not all wheelmen, by any means. The race had been so widely advertised that every one felt it his or her duty to see it, and in consequence Lincoln Park was packed by the masses. Not only here, but all along the road to Evanston did the people swarm. The great Sheridan drive in the park was black with people, and the cold, gusty morning did not in the least dampen their ardor. They were there to see a road race, and see it they would in spite of a large detail of police and a corps of Harvey Pound's efficient marshals. They crowded around the officials' wagons, they were heedless of the ropes that marked the course, they peered curiously in the tents and they wanted to know everything that went on. In fact the people were everywhere.

At 9:45 the men were summoned to the tape. They responded promptly, and soon Sheridan drive, in front of Grant's monument was

One Surging Mass of Men and Bicycles.

Most of them were evidently admirers of the color scheme which THE BEARINGS has so long advocated, and gay colors relieved what would have otherwise been a mass of black and white. There were some pretty costumes, too, and the crowd evidently thought well of the scheme, for they would pick out a man who wore a distinguishing suit and talk of his chances.

There was much curiosity to see what kind of a looking chap the limit man was, and the spectators had to laugh when a wee little chap stepped up to the tape. He was E. J. Yorke, of the South Side Cycling Club, who had been selected as limit man on account of his size. He was just about knee-high to a grasshopper, and about fourteen years of age. He had on a black sweater and yellow sash, white tights with red and blue trimmings.

Promptly at 10 o'clock Yorke was sent off, and the crowds cheered as he pluckily "bucked" the north wind. He was nearly out of sight when the 10-minute men were given the word.

These Riders Started off in a Scramble.

but soon righted themselves, and fell in behind their pacemaker like old-

timers. The men on the next three marks got off all right, but when the 7:30 men mounted M. P. Castle fell and caused a general tumble. There were thirty-seven men starting on the 7-minute mark, and they were all so anxious to get away that they fell all over themselves in their efforts. Several were left at the post, among them being Cleaver and Fisher, the Chicago dark horses.

Then for a minute or so there was a general scramble. Some of the men did not heed the starter's signals, and dashed off anyway. Finally order was restored, and the men were sent away in their proper places. As the back mark men were reached, and the familiar faces of Chicago's best riders appeared the crowds cheered.

The Fast Brigade on the 2-Minute Mark

got off in good style. Following them were Fred Nessel and C. T. Knisely on the minute mark. Knisely immediately took the lead, and set a hot pace, and disappeared down the line followed by the applause of the multitudes. Then came a dreary wait of a minute. The three scratch men—Lumsden, Winship, and Barrett—stood looking anxiously down the road. By this time the mob of riders was nearly out of sight. Winship wore his blue cap, which he has carried through every Pullman in which he has ridden. He was dressed in black. Lumsden had on a white sweater and black tights. Barrett had on a terra cotta suit. All of the men had on green sashes—one of Herrick's ideas, by which the audience could distinguish the scratch men. It was just 10:12 when they started, Barrett taking the pace.

From the Half-Way Point.

A BEARINGS man was stationed at the corner of Chicago and Lincoln avenues, the half-way point of the race. Up to this place the men had to ride in the face of the gale, and they were a tired looking lot as they rounded the corner, but there was an expression of relief on almost every face as its owner rounded the turn and felt the wind on his back. There were no accidents at this point despite the fact that it was one of the sharpest corners on the course.

Here they come, was the cry at 10:32, from the crowd, as little E. J. Yorke, of the South Side Cycling Club, the only limit man, rounded the corner, bending low over his handlebars. It had taken him just 32 minutes to go half way. He was fully 200 yards ahead of the next man, but there was quite a bunch of riders catching him rapidly. C. Anderson, 7 minutes, of the Columbia Wheelmen, was next,



WILLIAM BAINBRIDGE,
Tie for time prize in the Chicago.



FRED RAU,
Winner of the Chicago.

closely followed by H. Van Herik, 7 minutes, M. & W. C. C.; J. Skelton, 7:30, M. & W. C. C.; Fred Rau, 7:30, M. & W. C. C. (the winner of the race); A. V. Jackson, 9 minutes, Lincoln C. C.; F. Ward, 8 minutes, Plzen C. C.; J. Bezenek, 7 minutes, Plzen C. C. (winner of second place), and J. R. Felix, 7:30, Plzen C. C. These men were well bunched, and came around the corner so rapidly that it was almost impossible to catch their numbers. About 100 yards behind them came G. W. Robinson, 8 minutes, Englewood C. C., and A. W. Cleaver, 7 minutes (the Chicago Cycling Club's

dark horse, on whom the club placed their faith and their money—to their sorrow, for he finished seventh after a bad fall; W. T. Nieman, 8 minutes, Aeolus C. C., followed, 200 yards behind; W. C. Baynes, 6:20, Lake View C. C., came next about 100 yards behind. A few yards behind him came J. B. Lund, 6:30, Columbia Wheelmen, and W. de Cardy, 7 minutes, Minnette Cycle Corps.

From this time on the men came in bunches. Holmes, a 5-minute man, had caught a lot of riders from the 8-minute mark. Hardy, a 4:15 man, was up in the same class. Crocker, of Milwaukee, riding from 4 minutes, was close behind with Stillwell, an Illinois C. C. man, from 3:30. Fred Nessel, 2 minutes, of the Columbia Wheelmen, had caught up with

the 4 and 5 minute men, and Osman, of the South Side C. C., was close behind from the 2:30 mark. Then there was a gap and Dasey, of the Chicago C. C., and Bainbridge, of the Columbia Wheelmen (who tied with Peck for first time) came next, both from the 2-minute mark. Then came a bunch of 4 and 5-minute men. Gus Steele, of the Chicago C. C., followed, riding well from 2 minutes. Then came Emerson, 2:30, well up with men wearing higher numbers, followed closely by Helmich, Becker, and Gunther (second man in last year's Pullman). Gunther was riding a flat tire and quit here. Peck, of the Chicago C. C., 3 minutes (tied with Bainbridge for time) followed Gunther. Peterson, a 3-minute man, came next, closely followed by Barrett,

The First Scratch Man

to round the corner. Seven more men passed and then came Lumsden, another scratch man. Winship, the only other scratch man, was four men behind Lumsden. All the scratch men were cheered



A. GARDNER,
Winner of third time prize in the Chicago.



C. H. PECK,
Tie for time prize in the Chicago.

lustily by the crowd. After them came the ruck, men who had no chance for time or place.

The large crowd around the corner was orderly and did not interfere with the riders in the least. The Evanston mayor, chief of police, and his lieutenants were on hand and, with their force of patrolmen, are deserving of all praise for their efforts in behalf of the wheelmen and the manner in which they handled the crowds in their district. All vehicles were kept off the streets during the time the race was in progress, and the electric cars were held, so that there was absolutely no interference with competitors from the outside. The crowds were kept on the sidewalks all along this part of the course. In summing up from this point not a criticism can be made. It was a model race.

The Finish.

As soon as Lumsden, Winship, and Barrett, the scratch men, had been sent on their fruitless chase after the hundreds in front of them, the crowd settled down for a dreary wait of at least an hour. Every little incident attracted the crowd, and it was ready to be amused at anything. The policemen and marshals spent their time in chasing away the festive small boy, who would insist on getting in everybody's way. As soon as he would be chased away from one place he would bob up in another.

The men had not been gone more than ten minutes before one of them was seen returning with a broken wheel. It was J. Warnken, of Milwaukee. He had been run down by a mounted policeman, and had his wheel smashed. The next man to put in an appearance was Zimmerman, a cousin of the great Arthur Augustus, who had a punctured tire to blame for his being thrown out of the race. Then came Charley Knisely, 1-minute, who had only ridden to the end of Lincoln Park to pace Fred Nessel. J. W. Johnson had a punctured tire, while William Holmes got tired, and decided that he would like to see the finish. T. Solum had a fall, and also finished before the winner.

About 10:45 a lone figure came into the stretch, and

All Looked For the Winner.

Down the boulevard he sped, head down, and working as hard as he could.



J. R. BEZENEK,
Winner of second place in the Chicago.

Cheers rent the air, and people began to look for the others. But it was only a fluke. C. E. Jones, of the South Side Cycling Club, had all the race he wanted, and had made a grand-stand finish. Right behind him was F. Whiteside, a 10-minute man, who also had enough. Then along came an unknown, whose wheel was minus a tire, and who was riding on his wooden rim.

At exactly 11:01:40 the real winner hove in sight. He was a little fellow, and he was closely pursued by several others. He made a fine sprint, and won out by at least one hundred yards, leaving the others to fight for second



The course of the Chicago Road Race.

place. It was Fred Rau, of the Morgan & Wright Cycling Club, who had a start of 7:30. Right behind him were three other riders, so close together that the proverbial blanket would have covered them all. J. L. Bezenek, of the Plzen C. C., had a little left of his sleeve, and finished second by ten yards. H. Van Herik, of the M. & W. C. C., nipped J. Skelton, of the same club, right at the tape, and slid into third place. Right behind this bunch was A. V. Jackson, of the Lincoln club, a dark horse, who had a handicap of 9 minutes, and who was expected to win as he chose, but the best he could do was to get fifth. F. Ward was sixth, and then came the hope of the Chicago C. C.—A. W. Cleaver.

By this time

The Men Were Finishing So Fast

that it was almost impossible to catch them all. The judges and timers had their hands and brains full, and it was only by the hardest kind of work that they caught the finishers as correctly as they did. Looking up the drive the riders looked like one long stream of bobbing heads and swaying bodies, all headed for the tape. The crowd had grown so anxious to see the finish, that it swept away the policemen and marshals like so many blades of grass. A very narrow passage-way was left through which the riders had to go,



Start of the scratch men.

trusting to luck to escape a fall. One poor fellow did have a terrible accident. It was E. Lindquist of the Lake Views. As he crossed the tape the judges yelled for him to slow up. He tried to use his foot for a brake, which caused the front wheel to swerve and throw him headlong over the handle-bars. He struck his face on the bars, smashing his jaw-bone in two places. When he was picked up it was found that three teeth had been knocked out, that his lower lip had been torn, and that he had been scraped up terribly. He was conveyed to his home in a patrol wagon. But to return to the others.

The First One of the Back Mark Men to Finish

was A. Gardner, of the Columbia Wheelmen, who had four minutes start. He was right up with the leaders and finished a good eighteenth. A few

seconds afterward, C. H. Peck, 3 minutes, dashed in, passing half a dozen men at the finish and getting twenty-eighth place.

"There goes the time winner!" shouted an enthusiastic Chicago man, as he helped his clubmates to carry the "Little Napoleon" away on their shoulders. Peck's face was the color of a ripe beet; he was dusty and tired, but he did not forget to thank the boys for their attention, and then modestly hid himself in the C. C. C. tent.

A string of ex-dark horses followed Peck so fast as to make the head of the average spectator swim. The next man of prominence to show up was Bainbridge, who finished fifty-first.

All eyes were now turned down the long stretch watching for the scratch men. Two hundred had finished and yet not a sign of the men who carried the green sashes. Finally, along came Barrett, followed some little



Start of the limit man.

time after by Lumsden. Winship was the last man of the trio to catch the judges' eyes. Then came the "also rans," and the first Chicago road race had become a page of cycling history.

The Fight for Time Prize.

As soon as the handicaps were announced, and those "in the know," saw what a fast crowd was on the 2-minute mark, the wise ones immediately predicted that the real fight for time would be between Bainbridge, Dasey, Steele, Leonhardt, and Martin Nessel, and they were not far from wrong. It was a fast crowd, and the way the boys started out showed that they were after time prize in earnest. They made a pretty sight as they lined up to start. Dasey, in his brilliant green suit, had the extreme left. Next to him was Gus Steele, with black tights and a white sweater. Next was Martin Nessel in white. Then came Leonhardt in blue. Bainbridge was on the right end. At the word Dasey took the pace and hit up a clip that was a wonder when the wind was considered. The five stuck together all the way to Evanston. Martin Nessel was the first to drop, falling in the sand in



The winner of the Chicago crossing the tape. Marshal Pound in the foreground.

Roger's Park. Out in Evanston Steele fell, causing Leonhardt to also dismount. Dasey and Bainbridge continued on their way. At the C. M. & St. P. R. R. tracks, south of Calvary, a rider ran into Dasey, causing the latter to fall. While the C. C. C. man was fixing his twisted saddle and

handle-bars, Bambridge got away from him. Before Dasey got under way again Steele and Leonhardt caught him, and the trio stuck together to the finish, Dasey doing all the pacing. One hundred yards from home Steele started to pass the others. Just then some fool spectator stepped out from the crowd and Steele ran into him. The fall scraped Gus up considerably. But while this was going on little Peck was pursuing the even tenor of his way, and

Riding Like a Fiend

he had shaken off all the others who had started with him, and had to set most all his own pace. He continued to mow down men, and finished with a wonderful sprint. His was an uneventful ride, but one full of hard work. He did not have a fall.

Gardner, the third time winner, was a dangerous man, and if it had not been for accidents would have surely won the race as well as time prize. He had two falls before he reached Evanston. As he was passing Calvary cemetery his saddle came loose and he had to stop at a house and borrow a wrench. He lost a full minute and a half doing this. After fixing his saddle he remounted and started for home. He must have ridden at a wonderful speed, for he finished eighteenth. And even then he was only twenty seconds slower than Peck and Bainbridge.

Figuring Out the Times.

Immediately after the last man had crossed the tape the judges and timers picked up their tablets and adjourned to the Lincoln clubhouse.



Start of the 3:30 men.

Here they immediately went into executive session, while a crowd of anxious riders waited outside to learn the results. It was probably an hour before anything was heard from them. Then the waiting newspaper men were given the first fifty men and their times. It took some time to figure out the time winners. The knowing ones predicted that Peck, Bainbridge, and Leonhardt had the best show, but they did not think that it would be as close as it was. Consequently, they were not a little surprised when it was announced that Peck and Bainbridge had tied for first time. Peck had started from the 3-minute mark and had finished twenty-eighth, while Bainbridge was the fifty-first man across the tape. Each of these riders had finished in a bunch and the timers had to make allowances accordingly in figuring out the time. Mr. Morgan had caught Peck's time a second faster than the Columbia man's, but the C. C. C. rider had finished in a smaller crowd than did Bainbridge. Therefore it was thought advisable to call it a tie.

The Two Will Divide the First and Second Time Prizes between them.

It was easier to figure out the third time winner, and it was soon announced that the lucky man was A. Gardner, of the Columbia Wheelmen. His time was 54:57.

Just about this time the officials began to feel the pangs of hunger, so an adjournment was had until evening, when they once more met at the Grand Pacific and figured out how all the other men came in.

There was less confusion this year in taking the numbers and times of the finishers. Previous experiences had reduced matters to science and it was far easier this year. Tables and chairs were provided at the finish and each judge and timer had a hired assistant to take down his figures. The assistants were selected from stenographers who had never seen a bicycle race and who would not be liable to lose their heads when some of their friends finished. This scheme was found to work like a charm and no fault can be found with the way the men were caught at the finish.

The Time Winners.

C. H. Peck, of the Chicago Cycling Club, who divides first time honors with Bainbridge, is a familiar figure on the racing path. In the old Park-side days Peck began to race. In those days he was regarded as quite a promising rider, winning several good handicap races. But it was not until last year that he made a name for himself. He won the Poorman road race at Cincinnati from the 4:30 mark and the same afternoon won three of the track races. He also rode in the Hilsendegen road race at Detroit. He had 2:30 handicap and made a bold bid for time. When four miles from home he punctured his rear tire and rode the remaining distance on his

rims. Even then he got fourth time and got inside of world's record. His time was 1:07:00 and he finished thirty-sixth. As a member of the G. O. P. last year he distinguished himself by winning quite a number of races.

Peck is twenty years of age, but doesn't look more than seventeen or eighteen. He is about the same height as Rau, the winner, and weighs about 130 pounds.

W. Bainbridge, of the Columbia Wheelmen, had been picked for a time winner for several weeks. Wonderful stories of his fast riding came from the West Side and he was accordingly placed on the 2-minute mark by Handicapper Miles. Bainbridge did his best piece of riding in the Columbia Wheelmen's ten-mile road race. Starting from scratch with Ulbricht he ran away from him and won the race from a field of sixty-four. His time, 27:54, was world's record for a week or so. Bainbridge rode in last year's Pullman, but had bad luck. He is twenty-one years old, weighs 140 pounds and is five feet six inches tall.

A. Gardner, winner of third time, has quite as good a record as Peck and Bainbridge. Last year he won fourth time in the Waukesha road race and in the Pullman made eighteenth time. If it had not been for his many falls he would have surely won time. He is nineteen years of age, weighs 165 pounds and is five feet ten inches tall.

Something About the Place Winners.

Fred Rau, the winner of the race, is a mere boy. He was sixteen his last birthday, and has been riding a wheel for two years. He has been training hard for the last two months under Trainer West, and his friends were very successful in keeping him dark. No one was backing him to win, but his clubmates were very confident that he would show up well. And he verified their confidence in him. Right from the word go he struck out for the leaders, and he rode up against the wind seemingly not minding it a little bit. He mowed down his field with the coolness of a veteran, and in Evanston had caught the leader, Yorke, the little limit man. After that was never headed. He finished the race comparatively fresh. Rau is a stockily built little fellow, five feet six inches tall, and weighs 140 pounds. He looks like a boy who takes good care of himself. This is his first race.

Joseph Bezenek, winner of second place, is twenty-three years of age, and a member of the Plzen club. He has been riding two years, and in



Start of the 6:30 men.

that time has done some good road riding. From the 5-minute mark in last year's Pullman he ran into ninety-sixth place. He also rode in the '93 Waukesha road race, winning the donkey prize, but the judges afterward reversed their decision, and gave the prize (?) to a Milwaukee man. Bezenek weighs 163 pounds in training, and is very muscular. He was picked for a winner, and rode an exceedingly good race.

H. Van Herik, third man in, is eighteen years of age, and weighs 145 pounds. He is five feet six inches tall, and has raced before, having won the Morgan & Wright road race from the 2:30 mark last year in 39:00.

Official List of Finishers:

PO.	NAME.	CLUB.	HDCP.	TIME.	WHEEL.	TIRE.
1	Fred Rau.	M & W	7:30	57:10	Fowler	M. & W.
2	J. R. Bezenek	P. C. C.	7:00	56:51	Fowler	M. & W.
3	H. Van Herik	M & W	7:00	56:45	Mercury	M. & W.
4	J. S. Skelton	M & W	7:30	57:21	Thistle	M. & W.
5	A. V. Jackson	L. C. C.	9:00	59:04	Friedberg	M. & W.
6	F. Ward	Pullman A. C.	8:00	58:04	Rambler	G. & J.
7	A. W. Cleaver	C. C. C.	7:00	57:11	Sterling	Palmer
8	J. B. Lund	C. W.	6:30	56:50	Columbia	Columbia
9	A. M. Kube	P. C. C.	7:30	57:51	Spalding	Palmer
10	E. J. Yorke	S. S. C. C.	12:00	62:22	Eagle	Palmer
11	T. Kirchner	Wauwatosa	6:30	56:52	Union	M. & W.
12	G. W. Robinson	E. C. C.	8:00	58:30	Rambler	G. & J.
13	J. R. Felix	P. C. C.	7:30	58:47	Spalding	Palmer
14	A. E. Proulx	Omaha	6:00	56:43	Rambler	G. & J.
15	D. G. Fisher	C. C. C.	7:00	57:45	Sterling	Palmer
16	O. Adams	S. S. C. C.	6:30	57:17	H-T Scorchers	M. & W.
17	P. Wilson	S. S. C. C.	5:30	56:22	Eagle	Palmer
18	A. Gardner	C. W.	4:00	54:57	Thistle	M. & W.
19	W. T. Niemann	A. C. C.	8:00	59:00	Excelsior	M. & W.
20	W. De Cardy	M. C. C.	7:00	58:10	March	M. & W.
21	H. E. Horn	C. W.	6:20	57:30	Bach	New York
22	E. A. Koehler	S. S. C. C.	7:30	58:45	Eagle	M. & W.
23	P. Oltedahl	C. W.	6:20	57:38	Flyer	M. & W.
24	E. S. Church	I. C. C.	6:00	57:19	Rambler	G. & J.

25 L. T. Flansburg	Kalamazoo	6:30	57:22	Raleigh	Palmer
26 F. J. Kuhlner	C. W.	7:00	58:25	Rambler	G. & J.
27 H. Vogt	M. & W.	6:10	57:40	Thistle	M. & W.
28 C. H. Peck	C. C. C.	3:00	54:36	Raleigh	Palmer
29 Yel. sash not caught					
30 F. P. Gregg	A. C. C.	6:45	58:23	Excelsior	Webb
31 G. A. Smith	I. C. C.	6:10	57:55	Fowler	M. & W.
32 M. H. Bentley	L. C. C.	7:30	59:24	James	New York
33 A. Graham	I. C. C.	6:10	57:55	Fowler	M. & W.
34 H. W. Crocker	Milwaukee	4:00	58:00	Union	Hudlop
35 J. F. Stilwell	I. C. C.	3:30	55:54	Fowler	M. & W.
36 C. Tronvig	V. C. C.	6:30	58:34	Rambler	G. & J.
37 M. J. Bolstad	V. C. C.	7:15	59:39	Palmer	M. & W.
38 H. Hansen	V. C. C.	5:30	57:31	Special	M. & W.
39 C. E. Engstrom	Mars	5:00	57:10	Special	Palmer
40 F. J. Volkman	L. C. C.	6:00	58:11	Columbia	Columbia
41 A. P. Hard	Aurora	6:00	58:12	Imperial	Webb
42 F. A. Rogers	I. C. C.	6:20	58:33	Cleveland	Cleveland
43 J. H. Schroeder	S. S. C. C.	7:00	59:15	Eagle	Palmer
44 C. H. Semple	Cal. C. C.	5:30	57:47	Rambler	G. & J.
45 J. D. Erskine	L. C. C.	6:00	58:22	Quadrant	Palmer
46 E. Lindquist	L. V. C. C.	6:20	58:48	Rambler	G. & J.
47 W. J. Quigley	I. C. C.	6:30	58:58	Rambler	G. & J.
48 E. A. Hudson	S. S. C. C.	5:45	58:19	Sterling	Palmer
49 E. C. Adams	Vincennes C. C.	7:00	59:35	Imperial	M. & W.
50 W. Bainbridge	Columbia W.	2:00	54:36	Thistle	M. & W.
51 J. W. Schieferstein	Lake View C. C.	3:30	56:08	Derby	M. & W.
52 C. S. Hardy	M. C. C.	4:15	56:54	Thistle	M. & W.
53 F. W. Uhl	I. C. C.	6:45	59:25	Thistle	M. & W.
54 J. T. Swartout	L. C. C.	6:30	59:11	Ariel	New York
55 C. V. Bachele	U. of C. C. C.	6:10	58:52	Columbia	Columbia
56 H. L. Dodson	C. C. C.	4:00	56:45	Two Speed	Palmer
57 S. C. Smith	L. V. C. C.	6:00	58:46		
58 F. Jacobson	S. S. C. C.	8:30	61:17	Eagle	M. & W.
59 M. L. Smith	L. V. C. C.	5:00	57:48		
60 J. I. Brandenburg	C. C. C.	3:30	56:19	Sterling	Palmer
61 C. Gruis	L. V. C. C.	6:20	59:10	G. & J.	G. & J.
62 F. Wilson	S. S. C. C.	5:00	57:51	Excelsior	Webb
63 P. P. Lobig	L. C. C.	7:00	59:54	Fowler	M. & W.
64 W. Christiansen	C. W.	6:20	59:15		
65 I. D. Wilson	I. C. C.	7:30	60:29	Eagle	Palmer
66 C. R. Gardner	L. V. C. C.	3:30	56:30	Jordan	Palmer
67 A. F. Flatte	S. S. C. C.	10:00	63:01	Columbia	Columbia
68 A. L. Leonhardt	Cal. C. C.	2:00	55:02	Halladay-T	Palmer
69 H. A. Hoyt	M. C. C.	6:00	59:03	Eagle	Palmer
70 C. Swanson	Elgin	3:30	56:34	Premier	Palmer
71 F. W. Osmun	S. S. C. C.	2:30	55:34	March	M. & W.
72 C. V. Dasey	C. C. C.	2:00	55:05	Raleigh	New York
73 J. B. Woollas	M. C. C.	3:00	56:06	Eagle	Palmer
74 W. A. Thompson	C. C. C.	3:30	56:37	Cleveland	Cleveland
75 H. S. Roby	Milwaukee	6:30	59:38	March	M. & W.
76 V. M. Ollier	L. V. C. C.	5:00	58:09	Fowler	M. & W.
77 F. Strom	C. W.	8:00	61:14	Rambler	G. & J.
78 W. J. Anderson	I. C. C.	3:30	56:45	Fowler	M. & W.
79 C. R. Curtis	L. C. C.	3:30	56:49	Thistle	M. & W.
80 A. D. Herriman	I. C. C.	4:00	57:20	Blankenheim	New York
81 W. C. Bode	I. C. C.	3:45	59:06	Thistle	M. & W.
82 H. Vallancourt	Maywood C. C.	3:30	56:52	Cleveland	Cleveland
83 W. C. Jacob	Cal. C. C.	6:00	59:25	Jordan	M. & W.
84 B. C. Van Nest	S. S. C. C.	5:00	58:25	Eagle	M. & W.
85 A. F. McCarthy	L. V. C. C.	6:10	59:37	Cullman	M. & W.
86 F. F. Wing	Maywood C. C.	6:30	59:58	March	M. & W.
87 J. M. Arens	L. V. C. C.	5:00	58:29	Ariel	G. & J.
88 W. G. Struggles	S. S. C. C.	6:30	60:00	H. T. Scorch	Palmer
89 H. Swenson	A. C. C.	7:00	60:35	Clark	M. & W.
90 J. E. Hurtubise	C. W.	6:45	60:22	Rambler	G. & J.
91 C. O. Pierce	Butte	5:30	59:14	Sterling	M. & W.
92 M. E. Griswold	W. W. W.	7:00	60:45	Eagle	Palmer
93 H. Jaques	A. C. C.	10:00	63:46	Columbia	Columbia
94 F. W. Lentheusser	Cal. C. C.	6:45	60:31	Sanger	Dunlop
95 J. E. Parker	M. & W. C. C.	4:00	57:46	Ariel	Palmer
96 O. F. Erickson	S. S. C. C.	3:30	57:16	Ariel	M. & W.
97 J. D. Adams	C. C. C.	4:45	58:02	Soudan	M. & W.
98 A. Helmick, Jr.	L. V. C. C.	3:30	57:18	Stearns	Palmer
99 E. W. Roth	Milwaukee	2:30	56:19	Ariel	Palmer
100 J. P. Cndahy	Omaha	4:30	58:14	Thistle	New York
101 C. D. Cutting	M. C. C.	3:00	56:55	Ariel	Palmer
102 W. P. Jones	C. E. C. C.	6:30	60:26	Fowler	M. & W.
103 C. E. Salsbury	I. C. C.	6:20	60:16	Fowler	M. & W.
104 S. J. McCormick	I. P. C. C.	6:10	60:06	Thistle	Palmer
105 W. Thompson	Cal. C. C.	8:00	61:56	Ariel	Palmer
106 L. C. Roberts	Min. C. C.	6:30	60:31	Fowler	M. & W.
107 L. E. Lang	I. C. C.	6:30	60:22	Fowler	Palmer
108 A. C. Alter	Ft. Wayne	7:00	61:05	Eagle	Palmer
109 D. E. Ford	S. S. C. C.	4:45	58:54	Eagle	Palmer
110 J. T. Clinton	S. S. C. C.	6:30	60:43	Eagle	Palmer
111 R. Trimmer	Mars. C. C.	6:10	60:25	Crescent	Palmer
112 H. E. Heil	Englewood C. C.	6:20	60:40	Rambler	G. & J.
113 H. C. Wilson	L. C. C.	6:00	60:25	Union	M. & W.
114 J. A. Pallister	Ottumwa	6:00	60:25	Columbia	Columbia
115 G. H. Seeley	Milwaukee	6:00	60:25	March	M. & W.
116 H. M. Taylor	L. C. C.	5:30	59:55	Columbia	Columbia
117 J. W. Johnson	C. W.	6:45	61:11	March	M. & W.
118 G. L. Emerson	C. C. C.	2:30	56:57	Columbia	Columbia
119 J. B. Woollas	M. C. C.	3:00	57:28	March	M. & W.
120 F. W. Schmitz	Milwaukee	3:30	58:05	Thistle	M. & W.
121 H. R. Smith	I. C. C.	6:00	60:36	Rambler	G. & J.
122 H. R. Upp	I. C. C.	4:00	58:37	H. T. S.	New York
123 T. E. Tilly	R. C. C.	6:00	60:38	Special	M. & W.
124 A. S. Smith	L. V. C. C.	6:30	61:12	Thistle	M. & W.
125 L. J. Lawson	S. S. C. C.	6:30	61:13	Victor	Victor
126 H. J. Roeder	L. V. C. C.	6:10	60:55	James	M. & W.
127 L. Engstrom	L. V. C. C.	6:45	61:31	Palmer	M. & W.
128 H. W. Settan	Col. W.	7:30	62:19	Columbia	Columbia
129 G. Perino	S. S. C. C.	3:30	58:21	Cleveland	Cleveland
130 J. Waller	C. W.	6:45	61:37	Imperial	Imperial
131 F. A. Follinger	S. S. C. C.	6:45	61:38	Ariel	M. & W.
132 R. J. West	I. C. C.	7:30	62:24		
133 P. H. Stephens	M. C. C.	6:30	61:27		
134 A. Hess	M. C. C.	6:30	61:27		

The Fast Brigade.

1 C. H. Peck, C. C. C.	54:36	9 J. I. Brandenburg, C. C. C.	56:19
2 W. Bainbridge, C. W.	54:36	10 P. Wilson, S. S. C. C.	56:22
3 A. Gardner, C. W.	54:57	11 C. Gardine, L. V. C. C.	56:30
4 A. L. Leonhardt, Cal. W.	55:02	12 F. W. Osmun, S. S. C. C.	56:34
5 C. V. Dasey, C. C. C.	55:05	13 W. A. Thompson, C. C. C.	56:37
6 C. W. Davis, C. C. C.	55:52	14 A. E. Froulx, Omaha	56:43
7 J. F. Stilwell, I. C. C.	55:54	15 H. L. Dodson, C. C. C.	56:45
8 J. N. Scheiferstein, L. V. C. C.	56:08	16 A. W. Cleaver, C. C. C.	56:50

The Officials:

Referee, Thomas F. Sheridan; judges, C. E. Randall, F. K. Peterson, F. J. Fanning, J. Erickson, G. G. Greenberg, and H. M. Gardiner; assistant judges, H. P. Andrae, A. W. Roth, L. D. Munger, M. A. Lane, F. W. Gerould, and S. A. Scheltes; timers, F. W. Morgan, E. C. Williams, M. A. Hosford, and J. O. Blake; assistant timers, W. A. Davis, A. F. Harner, W.

F. Rees, and F. T. Fowler; starter, N. H. Van Sicklen; marshal, Harvey L. Pound; handicapper, S. A. Miles.

Wheels Ridden.

Rambler, 31; Fowler, 25; Thistle, 23; Columbia, 20; Eagle, 20; Ariel, 17; March, 16; Imperial, 13; Cleveland, 11; Sterling, 10; Spalding and Jordan, 9 each; Halladay-Temple, 7; James and Stevens, 6 each; Union, Lovell, Road King, and Aelous, 5 each; Munger and Palmer, 4 each; Victor, Pearce, Derby, Quadrant, Phantom, Raleigh, and Mercury, 3 each; Excelsior, Stearns, Flyer, Bach, Swift, Varsity, Waverley, Cullman, Kenwood, and Clark, 2 each; Telegram, Humber, Sunol, Arrow, Premier, Sanger, Two Speed, Smalley, New Mail, Czar, Cataract, Burke, Badger, Stalwart, Warwick, Crescent, Phoenix, Andrae, Venus, K. of S., and Lightning, 1 each; special built wheels, 19. Total, 329.

Tires in the Race.

Morgan & Wright, 170; Palmers, 75; Columbia, 16; G. & J., 31; New York, 14; Webb, 5; Cleveland, 4; Victor, 3; Dunlop, 3; Climax, 2; Pease, 2; Kenwood, 1; Simplicity 47, 1; Riggs, 1; Whippet, 1. Total, 329.

GOSSIP OF THE RACE.

The North Side now knows what a real road race looks like.

H. L. Dodson rode a two speed gear in the race. He finished fifty-sixth.

Out of 416 entries, 325 started and—finished. Who can equal this record?

Peck and Bainbridge are eminently in a position to shake hands with each other.

The wind literally blew several of the starters in the 7-minute division together in a heap on the ground.

The prizes will be distributed next Monday evening at a place to be announced later.

The times of the scratch men were as follows: Barrett, 58:00; Lumsden, 60:33; Winship, 60:52.

Nearly all of the fast men and the dark horse wore THE BEARINGS badge. Peck wore one on each hip.

"Well, Jerry," said one of the blue-coat policemen to his partner, "I never saw so dom many of thim humpy-backs together in all me loife."

The pictures of the start in this week's BEARINGS were taken by Harvey L. Pound, of 309 Wabash avenue.

Harvey Pound was the only man in the crowd that did not seem to mind the wind a little bit. He was dressed in July costume.

The tents in which the men dressed looked very warlike. Each club had a tent and each tent was surrounded by a small crowd.

Freddy Rau is a bigger man today in this town than a good many who are more than double his age. It's a grand thing to win a big road race.

Just before the start some one took the cap off the valve on the rear tire of A. W. Cleaver's machine. Luckily he discovered it before mounting.

A man with a yellow sash finished twenty-ninth, and the judges have been unable to find out who he is. He is a member of the South Side C. C.

It wasn't—it really wasn't, you know, a really nice day for a man to show off his shape before the eager eyes of the throng. A trifle too chilly, you know.

J. B. Woollas, winner of the '92 Pullman, finished twice according to the timers. He is credited with seventy-third in 56:06, and one hundred and nineteenth in 57:28.

Dasey was in a splendid position to win the time prize when he had a fall on the tracks near Calvary cemetery. A human ass was responsible for the accident.

"Blow wind! and crack your cheeks," says Macbeth in the play. That wind that blew against the starters in the road race must have shattered its face all to pieces.

The judges caught the times of 256 finishers, but were unable to figure them out on Wednesday evening. However, they were able to announce the times of 134 of them.

Gardner is said to have ridden the course last Monday in 51 minutes, setting his own pace. If this be true it is small wonder that the boy rode the way he did Wednesday.

George V. Hankins, the noted turfman and sporting man, overlooked the start from his drag, and asked a policeman "how many fillies were in the field," and who was the favorite.

If the Lincoln Park commissioners are not a bluff they will give the great public of Chicago a little protection when it turns out next Decoration Day to see its favorite open-air athletic event.

One of the many wonders of the race was the riding of an eleven-and-a-half-pound Munger wheel by S. S. Barrett. He sustained three falls, but the wheel came through unscathed. It is doubtful if any wheel anywhere near approaching the weight of this little beauty was ever put to such a test. It speaks wonders for the material and workmanship that is put in

the Munger wheels. There was not one of them in the race that had a scratch on it at the finish, and there were several inside twenty pounds ridden.

"Did I really get time?" said Peck after the race. When assured that he did he said: "There must be some mistake. Surely I am not nearly as fast a rider as Mr. Lumsden or Mr. Winship."

Says an evening paper in writing up the race: "Dark horses were not much considered, as high-gear wheels, such as are usually ridden by such racers, were at a disadvantage in the high wind."

Imagine a man finishing in the forties and getting a wheel as a prize. F. A. Rogers was the lucky man. He was the first rider to finish on a Cleveland and received the wheel offered as a special prize.

There were several ladies in bloomers at the race and they attracted considerable attention. Just before the start Miss Lucy Porter crossed the road dressed in bloomers, and was greeted by many cheers.

Prince Wells, of Louisville, was very much in evidence, and distributed liberal quantities of his chain lubricant to aspiring riders who were looking for something to counteract the effects of the gale from the north.

Some one came into the big tent first before the race and stole all the official badges that had not been given out. Several of the officials, as a consequence, went badgeless. Among them was John Erickson.



Third and fourth men crossing the tape.

"Why don't they put that fellow that's talking so much and getting in the way of the riders off the track?" asked a non-cycling gentleman in a plug hat, who didn't seem to know what the starter was there for.

Chicago is a windy city, sure enough, but no wind at any place or time was ever given the splendid opportunity to blow through anything as this particular wind was when Referee Sheridan came out into the open.

Professor Moore, the weather man, made a fatal mistake. He had been given to understand that it was the Pullman road race that was about to be run, and accordingly set the wind the wrong way. Otherwise he didn't make a bad job of it at all.

The city policemen on duty at the race were of about as much use as a lot of wooden posts. Their efforts (?) to drive the crowd back were laughable. The mounted park police were in the way of all the officials, and nearly ran several of them down.

Contrary to all expectations there were very few falls on the turns. The riders were all looking out for them, and would begin to slow up when half a block away. Most of the falls were caused by running into people and in crossing street-car tracks.

Two sets of riders ran dead heats from the 6-minute mark. Seeley, of Milwaukee; Pallister, of Ottumwa, Iowa, and Wilson, of Chicago, finished neck and neck in 60:25. Hess and Stevens, of the Minnettes, with 6:30, crossed the tape at the same time. Time, 61:27.

Frank Fowler was a timer in the race, but when he saw a Fowler wheel come across the tape first he entirely forgot his work, and with a wild shout jumped off the wagon where he was stationed. It was fortunate that the taking of times did not depend on him loosely.

M. F. Dirnberger and A. Du Cros were among the spectators. Dirnberger arrived the morning of the race from California. He said that Bliss would stay there until he had shown the Californians that he could ride when in condition. Mike is still sore from his recent tumble.

Mayor O. H. Mann, of Evanston, took a great interest in the race. He personally superintended the police arrangements in Evanston, and saw that the roads were kept clear. In fact, Evanston was the only place that the riders did not have to dodge around spectators.

No fault could be found with the handicapping. A prettier finish of a road race was never seen. After the first man crossed the tape the men streamed in so fast that they could hardly be counted. There were very few kicks registered. Handicapper Miles is to be congratulated.

It was almost impossible to get into the Morgan & Wright tent after the race. A huge crowd was assembled in front of the door, every one being anxious to get a glimpse of Rau. F. W. Morgan managed to crowd into the tent, and he at once went up and heartily congratulated the winner.

M. A. Hosford, who has timed every Pullman road race, is loud in his praises of J. E. Templeton as assistant timer. The secretary of the Century Road Club took down all the times taken by Hosford, not missing one. If it hadn't been for him the timing would not have been as successful as it was.

Dasey and Bainbridge would make a fast team. Both can ride like the wind on the road and work together like brothers. Had not Dasey fallen there would not have been a tie for first time. Before the accident the two were right together and changing pace. After Dasey fell, Bainbridge had to do all his own pacing.

"As far as the eye can see" was a popular expression at the start. Everybody was saying that there were people stretched out over the road "as far as the eye could see." And the winners were as "far as the eye could see" and a little farther from some of the men that dallied with the wind until it was too late.

Tally-hos from the Chicago C. C., the Lake View C. C., and the South Side were much in evidence. The Chicago boys were particularly prominent, owing to the fact, doubtless, that R. B. Abbott, the Raleigh's Chicago manager, was the leader of the party on the coach, and was duly impressed with the fact that Peck achieved his victory on a Raleigh.

It was fun to watch the marshals and policemen try to drive back the crowds. Appeals were made in vain, and it was only by using brute force



Bainbridge crossing the tape. Referee Sheridan in the foreground.

that the course was kept anywhere near clear. The marshals finally organized a football eleven and by several flying wedges gained many yards of lost ground. E. P. Richardson, of the Illinois club, took a huge plank and drove the crowd back with it.

The race was a big success, and to make it such required hard and untiring work. There was a big race committee, but of all the men Heywood and Siman deserve the lion's share of credit. Both of them worked day and night, and had it not been for their efforts the almost perfect arrangements would have been sadly different. All praise to them, and may the Associated Cycling Clubs forget to censure them.

AT NESHAMINY FALLS, PA.

PHILADELPHIA, May 30.—Owing to recent rain storms the track at Neshaminy Falls, Pa., today was in wretched condition and unfit for racing. The programme, however, was run off in the presence of nearly ten thousand persons. In the one-mile handicap among eighteen contestants the scratch men had little show and did not even gain a place in the preliminary heats.

The Summaries:

One-mile novice.—Morris Covington, first; F. Greenwood, second; John F. Grauch, third. Time, 4:53⁴/₅.

One-mile handicap.—W. Trott, first; H. W. Lewis, second; Morris Covington, third. Time, 3:28⁴/₅.

THE IRVINGTON-MILBURN.

A. H. Barnett, Elizabeth Wheelmen, Wins Race and Time—Record Broken—Miserable Management.

NEW YORK, May 30.—The great Irvington-Milburn twenty-five-mile road race was run today over the renowned New Jersey course. The road was in superb condition and was as hard and clean as a billiard table. A. H. Barnett, of the Elizabeth Wheelmen, won the event and also made the best time, breaking the former Irvington-Milburn race record by 3 minutes and 52 seconds. He also lowered the best time over the course, held by W. F. Murphy, and made last November by over 3 minutes. Horace A. Allen, of Asbury Park, finished second, and E. A. Boffinger, Riverside Wheelmen, New York, was third.

The race was in many ways a truly remarkable one, first, on account of the number of spectators, secondly, the unruliness of the crowd, and thirdly, because of W. F. Murphy's poor showing. There were fully, and without exaggeration, 30,000 persons present who viewed the race, of which number probably five thousand were wheelmen who had their bicycles with them. Wheelwomen were as thick as bees around a hive and everybody was enthusiastic. Several racing men journeyed to the course yesterday and remained over night, among them were W. F. Murphy, Fred Hawley, A. Sturtzman, E. L. Dithbridge, and a number of others. The Liberty team had been living on the course at the Liberty Hotel for several days and promised to make a strong bid for the race. The team was composed of E. A. Boffinger, C. J. Iven, George T. Kulke, Charles T. Earl and F. E. Doup. Rain had poured down incessantly in the locality for the past week, but the weather cleared Sunday and it has remained fair since then, barring a heavy thunder shower Monday night. There was

Not Much Wind Today,

but what little there was came from the south and was in the face of the men in climbing the long hill just a short distance from the starting point toward Milburn.

As early as 6:30 a. m. wheelmen began to arrive on the scene of action, coming first in couples, then threes, fours and, as the time for the start drew near, the roads finally swarmed with them. At hotel Hilton all was business. Clerks of the course in a drabble; E. A. powers and L. G. Miller were besieged by competitors asking for their numbers and a myriad of other things.

As is usually the case with large fields, the men were late in getting to the tape, over a mile away from the hotel, and at precisely 11:44 o'clock the first batch of men, whose handicaps were 9 minutes, were sent away on their journey of twenty-five miles, all up and down hill.

The limit men were C. E. Hart, K. C. W., F. R. Blauvelt, K. C. W., and George Stewart, Chatham Wheelmen. Following this trio, just 30 seconds later, came the lone 8:30 man, J. J. Gregory, V. A. A.,

Started Amidst Cheers,

which were given for each set of men as they followed the others at intervals of a few seconds. There were thirty-nine riders with 8 minutes handicap, of whom thirty-seven started, followed by five 7:30 men. Then there in rapid succession, forty-four at 7 minutes, four at 6:30, ten at 6 minutes, four at 5:30, five at 5 minutes, four at 4:30, four at 3:45, two at 3:30, two at 3:15, one at 2:45, two at 2:30, five at 2 minutes, two at 1:45, and then the crack-a-jacks began to be turned loose, Fred Hawley, K. C. W., and E. L. Blauvelt, E. A. C., with handicaps of 1:15, started with a wild burst of enthusiasm from the crowd; W. H. Wells, Springfield Bicycle Club, and John Bensinger, K. C. W., the 45-second men, were also given a warm send-off, but when W. J. Murphy, K. C. W., was given the word, "go," the wild cheers and general pandemonium which broke loose, resembled more the reception given a king, than what would ordinarily be expected by a cyclist.

Following Murphy at a break-neck gallop was his mascot dog "Jack," a white bull terrier with the homliest face imaginable. "Jack" was clothed in a white plug hat, held on by means of elastic bands, a huge silver collar, a heavy blanket, and by way of ornament held a big pipe firmly in his mouth. In the ribbon of his hat, fore and aft, were inserted large cards of THE BEARINGS, while over the blanket and tied on firmly was a sheet of bright green cardboard, on which in red and black letters was an exact facsimile of the title line of THE BEARINGS. The cardboard was tied on by means of bright ribbons fastened beneath "Jack's" body and the appearance he presented, as he strolled leisurely to the starting point with his master, was, to say the least, noticeable. Incidentally "Jack" has no ears, no tail, sleepy eyes, and a decidedly protruding under jaw, with his long, white teeth showing between his firm lips.

The Dust Arose in Clouds

as each batch of men sped by, and the appearance of the riders faces after the first five miles, beggars description. All looked alike, with the exception of Murphy, who managed, by the continued passing of a wet sponge over his face, to keep clean; aside from Murphy, however, a dirtier crowd of mortals can not be imagined than the racers who competed in this contest.

A hundred yards each side of the finish was fenced off to keep back the crowd, which invariably persist in closing in on the men, leaving a space of not more than six feet for them to race through. Just as the limit men were being sent away an open stage was recklessly driven into the crowd of racing men who had assembled in the road waiting for the start. The driver, seeing that there was resistance threatening, thought to force his way through under the pretense that he was carrying the mails and must not be stopped. Meanwhile, Harry King, of the K. C. W., had grasped the

bridles of the horses and refused to budge. This so enraged the driver that he drew his long horse whip and struck King a cruel blow across the face. In a second a lynching was threatened by the angered cyclists, in the midst of which argument the chief of the local police ordered the man out of the seat. The man refused to come down, not knowing the identity of the man to whom he was speaking, whereupon the chief pulled an ugly-looking "blackjack" from his hip pocket, and climbing onto the driver's seat rapped him over the head a couple of times, which served most effectually to bring about the desired effect.

Meanwhile the starter and his men had become somewhat "rattled" and racing men who should not have started for a minute or more got mixed into the bunch and away they went. No one got worse than his handicap, but several got more than they were entitled to on account of the rumpus caused by the refractory driver. An investigation into the stage proved that no mail matter was on board. A great amount of dissatisfaction was expressed among the defeated men on account of the error in sending men away before their proper time, and one or two were overheard to say that they would protest the racer. However, the chances are that no such action will be taken. The recent decision of the Metropolitan Association of Cycling Clubs to overrule the action of the racing committee of the association in regard to letting negroes compete in the race was favorably commented upon generally, yet only

One Colored Rider Started.

His name is J. C. Diggs, of Newark, and fully twenty of his clubmates were on hand to see him through. David Simmons, Alex Schwalbach's colored representative, did not start. Diggs resembled a Zulu more than anything else at the finish of the race so much dust had he collected on his face during the contest.

After the scratch man had been sent away it was fully five minutes before the limit men and those with the greater handicaps began passing on the way to Milburn, where they turn again and ride to Irvington, each round trip being ten miles. The first man to cross the tape, at the end of the first five miles, was William Weller, of the Century Cycling Club, who, from his 8-minute mark, had caught and passed the 8:30 and 9 minute men. Following him were R. Weir, of Wilmington, Del., another 8-minute man, and J. C. Baldwin, 7:30, after whom came the others, all plugging along and close together in a string. Last to pass this point was W. F. Murphy, who was riding like a streak of greased lightning.

At the end of the first ten miles, Weller was still in the lead and riding easily, those following were exactly the same as at the end of the first five miles. At this point in the race, George Costigan, of the Amsterdam Wheelmen, in sprinting down the narrow lane of people, which was with difficulty kept open, collided with one of the "crowders" and fell heavily, being knocked insensible. He landed on his head and shoulders and was picked up and carried off the road, where he revived shortly.

Murphy passed the ten-mile mark slightly behind the field. His first five miles had been run in 14:35 and his second five miles in about the same time.

Murphy's Fifteen Miles

was ridden in 47:33, and he was working hard, but the puncture in his tire, which had occurred at the end of the first five miles, had been worrying him considerably, yet he preferred to ride the wheel he was on to losing the time it would take to change machines. However, at the end of fifteen miles he was compelled to shift to another wheel, and on it he fairly flew after the field ahead of him. At the ending of fifteen miles, R. Weir, of Wilmington, was leading. He was an 8-minute man and was riding finely. Although a bit worn he seemed fresh enough to hold his own to the finish. W. C. Roone, of Jersey City, another 8-minute man, was second, and A. J. Hargan, of Newark, N. J., also an 8-minute man, was well up in third position. John Bensinger, of the K. C. W., and Monte Scott, Newark Wheelmen, both passed the fifteen-mile mark at 12:36:50 o'clock, having covered the distance in 45:10. Murphy passed 3 minutes and 8 seconds later. His friends realized that he was losing ground. Notwithstanding this fact he was riding faster than any other man in the races. Each trip would bring him some kind of disaster, either in the way of a puncture, break, or something else. Furthermore, it seemed that every one along the route had either a bottle, glass, sponge or drink to hand him, which kept him dodging one way or the other all the way. All these things served to take that keen edge off Murphy's form. His worst set back was at twenty miles when he had crept well up in the bunch when an awkward rider ahead of him went down, and Murphy with him. This caused a delay long enough to straighten a bent crank and handle-bar, during which time he lost all his gain and more besides.

At the completion of twenty miles Roone, of Jersey City, was still leading and going well; Weir was second and Baldwin third. Murphy passed the tape last. Meanwhile, Q. H. Barnett, of the Elizabeth Wheelmen, had been slowly, but surely improving his position in the race, and about one hundred yards from the finish he, Boffinger, of the Riverside Wheelmen, and Allen, of Asbury Park, were neck and neck, with Boffinger coming fastest. Again the excited mob surged out into the course, causing Boffinger to back pedal twice during that homeward sprint. These two let-ups caused him to lose ground, and although as fresh as could be imagined, the distance was too short for him to regain the lead, and as the

Three Men Dashed Over the Finishing Line

their positions were: Barnett, first; Allen, second; Boffinger, third. The rest of the field of 140 starters had dwindled down to eighty-six, the

remainder having fallen by the wayside or met with accidents, calling for their withdrawal.

Confusion reigned supreme, and at the finish of the race and immediately afterward, beggars description. Fully five thousand wheelmen moved helter-skelter in each direction, and the thousands afoot, as well as the hundreds of teams, all mingling together, created a sight not to be forgotten.

PO.	NAME.	CLUB.	HND CAP.	TIME.
1	A. H. Barnett, Elizabeth Wheelmen		4:00	1:11:18
2	H. A. Allen, Asbury Park		4:00	1:11:20
3	E. A. Boffinger, Riverside Wheelmen		6:30	1:13:50
4	C. J. Iven, Rochester, N. Y.		6:00	1:13:27
5	P. L. Coffin, Newark Wheelmen		7:00	1:15:11
6	W. C. Roone, Jersey City		8:00	1:16
7	A. J. Hargan, Newark		8:00	1:16:03
8	J. W. Baldwin, Century C. C.		7:30	1:15:49
9	R. Weir, Wilmington		8:00	1:16:45
10	S. T. Thompson, New York City		7:00	1:15:53
11	H. A. Saunders, Alpha W. C. C.		7:00	1:16
12	A. D. Swarthout, Newark Wheelmen		7:30	1:16:40
13	H. E. Eckstein, Greenwich Wheelmen		7:30	1:16:42
14	J. W. Davidson, N. W. City		3:45	1:13:23
15	W. S. Paige		3:45	1:13:23
16	C. W. Krick, Penna. Wheelmen		3:15	1:12:54
17	J. R. Pearson, Vineland		3:30	1:13:09
18	Wm. Hall, Wissahickon Wheelmen		5:00	1:14:47
19	H. C. Bryan, Harlem Wheelmen		5:30	1:15:17
20	G. P. Kuhke, Savoy C. C.		6:00	1:15
21	C. H. Gibson, Pittsburg A. C.		4:30	1:14:25
22	I. D. Phillips, Kings County Wheelmen		2:30	1:13:51
23	P. H. Johnson, Excelsior B. C.		5:30	1:15:45
24	C. Mance, King's County W.		6:30	1:16:52
25	H. Hawthorne, Newark		6:00	1:17:10
26	C. T. Earle, Kings County W.		8:00	1:19:11
27	A. A. Carlton, Passaic Falls W.		7:00	1:18:11
28	F. E. Doup, Kings County W.		7:00	1:18:12
29	C. Church, Chester Pa.		2:45	1:14:11
30	C. P. Starbach, Manhattan B. C.		8:00	1:19:12
31	S. A. Cramer, Hamilton Wheelmen		8:00	1:20
32	C. B. Vaughn, Atlanta W.		8:00	1:20:01
33	L. Rice, Newark		8:00	1:20:05
34	J. Donai, Riverside W.		7:00	1:19:12
35	H. N. Laggrew, E. W.		5:00	1:17:19
36	C. A. Elliott, Wilmington		4:30	1:17:02
37	Hans Hansen, Perth-Amboy, N. J.		8:00	1:20:46
38	J. Stewart, Chatham		9:00	1:21:55
39	G. B. Smith, Belmore, L. I.		7:00	1:19:56
40	G. W. Coffin, Newark W.		2:00	1:15
41	A. Sturtzman, Bedford C. C.		2:30	1:15:31
42	E. A. Laws, Kings C. W.		8:00	1:21:02
43	F. M. Dampman, Philadelphia		4:00	1:17:10
44	G. C. Cobb, H. W.		8:00	1:19:23
45	H. M. Cole, Kings County W.		5:30	1:19:21
46	J. J. Gregory, Newark		8:30	1:19:21
47	Monte Scott, Newark W.		1:45	1:22:29
48	E. Mather, Castle Point C. C.		8:00	1:15:41
49	J. W. Judge, Riverside W.		6:00	1:22:20
50	W. J. Fountain, Jr., Brooklyn		7:00	1:20:33

The rest of the men finished as follows: F. Young, W. L. Dahlman, C. Keesman, T. Walsh, F. B. Marriatt, J. Bensinger, J. Gregory, S. W. Merrihew, F. M. Ricalton, G. Miller, Jr., S. J. Burke, W. T. Bilyen, L. H. Pyle, W. H. Wells, E. F. Rau, C. Craft, J. Knowles, L. A. Adsit, J. C. Diggs, H. Gray, W. C. Huson, C. W. Young, W. H. Stanley, W. F. Murphy, Fred Hawley, H. L. Babbage, J. Snyder, J. C. Duane, W. H. Roberts, W. Hege-men, L. Berger, J. Estrolet, R. Bradford, W. W. Lewis, S. Ackroyd.

A. H. Barnett Wins Time Prize,

having ridden the twenty-five miles in 1:11:18. H. A. Allen wins second time prize in 1:11:20, and C. W. Krick gets third time with 1:12:54. Barnett rode a Spalding; Allen a Raleigh, and Boffinger a Liberty.

Immediately after the finish heavy clouds made their appearance, and this evening we are being rained on once more, but what do we care now that the Irvington-Milburn road race is a thing of the past.

RECORD GOES IN THE MARTIN.

BUFFALO, N. Y., May 30.—Twenty-five thousand people witnessed the best kind of racing in the twenty-five-mile Martin road race here today. The twenty-five-mile road record made by Nat Butler, May 5, in the Linscott race was beaten by one minute, and no less than eight riders rode the course within record time.

One hundred and twenty-eight men faced the starter. At 3 o'clock the 10-minute men were sent off, and ten minutes later the eight scratch men, Weinig, Buse, Penseyres, Radway, Van Wagoner, Callahan, Goehler, and Linneman were started in the chase. Joseph Quinlan, a 9:30 man, pulled away from the field from the start, and won the race in the remarkable time of 1:15:06 for a novice. The long-mark

Fields Kept Well Bunched

to the turn, and in spite of a terrific head wind on the outward trip the first man reached the turning point—twelve and one-half miles—in forty-two minutes. The scratch men began overhauling the field from the start, and the end of the outward journey had already passed forty. Young Quinlan was a most agreeable surprise, as it was not expected that he would come anywhere near the place of honor. Louis Callahan also surprised his friends, and while he covered the course in 1:14:59½ in the Hazard race last Saturday, it was not expected that he would be the hero of the day, or that he would become the holder of the American twenty-five-mile road record. The performances of the scratch men in the race were by far the most creditable of the day, and one of the greatest surprises was the manner in which they rode the course. Generally in events of this kind, where there are a number of men at scratch, none of them will start in to set the pace, but will watch each other like hawks, the result being that they will loaf, and

allow a handicap man to take the time prize. In today's event, however, there was no

Lack of Men to Make Up the Pace,

and to this fact is due the remarkable time made by the cracks. Six men were at scratch, but Louis Callahan, from the 30-second mark, and A. B. Goehler, from the 1-minute mark, decided to cast their lot with the men on the line.

At the word "go" Weinig, the hero of the Hazard race, jumped into the pace without hesitation, and set a terrific clip out Genesee street. At the city line Radway, the champion road rider of south England, relieved Weinig, and carried the pace to a point beyond the toll-gate at a 2:40 clip, where Van Wagoner jumped into the lead, and picking the men up rushed them onward with the speed of a cyclone. At Bowmansville Weinig decided to "hit it up" a little again, and took the pace from Van. Soon Weinig was relieved by Callahan, who, however, was shy at pacing, and in a short time gave up to W. Buse. "Billy" carried the men along at a merry clip, but before the turn was reached Van came up again, and piloted the men around the turn, and took the pace for quite a distance on the return trip, when one of the bearings on his machine gave him trouble, and he was compelled to dismount to fix his wheel. Weinig then again came up, and took the pace for quite a distance, when Radway did his duty, after which Buse took the pace for another turn. When Van had fixed his machine

The Men had Gained About a Mile

on him, and he started away as though his life depended on catching his comrades. He passed Schultz's corner like a flash, and closed in with the men again on the asphalt, but the ride tore the strength from him, and he did not have the power in his legs to carry him to the lead of the little party. The major portion of the pace fell to Weinig on the trip home,—from Bowmansville, at least,—and, to say the least, he did nobly in sacrificing himself in the pacemaking, for it may have been the cause of his failure to win time prize. For shrewdness in the race of the scratch men, Goehler and Callahan hold the palm, for these two did as little pacemaking as possible, reserving their strength until the homestretch, when they knew the winner of the time prize would be decided. As for Penseyres, he was the youngest man in the field, and his lot was hard enough in trying to hold the pace, without doing any himself. The race for time prize resulted just as Callahan and Goehler anticipated, for when they reached the parade meadow "Cally" and Goehler jumped from cover in the rear of Weinig, and started a terrific sprint down the homestretch, and before Weinig realized it the two were too far in the lead for him to close on them in his fagged out condition.

PO	NAME	CLUB	HDCP	TIME
1	J. Quinlan	P. C. C.	9:30	1:15:06
2	G. G. Buse	R. B. C.	8:00	1:13:40
3	W. L. Stelmak	R. B. C.	6:30	1:12:17
4	H. Davidson	Toronto.	7:00	1:13:05
5	G. Miller	Unat.	8:30	1:14:42
6	C. Paxson	Unat.	10:00	1:16:32
7	E. F. Leonert	P. C. C.	4:30	1:11:07
8	W. W. Mignerney	C. B. C.	10:00	1:16:42
9	J. W. Willys	Canandaigua.	8:00	1:14:50
10	C. E. Lang	P. C. C.	7:30	1:14:20½
11	H. J. Woolf	C. C. C.	9:30	1:16:20½
12	T. Schuermeyer	C. C. C.	9:30	1:16:20½
13	J. F. Honegger	C. B. C.	9:00	1:16:28
14	F. Hunt	W. B. C.	7:30	1:15:14
15	C. E. Werick	C. C. C.	5:30	1:13:10
16	N. Mader	C. C. C.	6:30	1:14:18
17	E. Knight	P. C. C.	9:00	1:16:55
18	C. L. W. Reister	R. B. C.	10:00	1:18:09
19	D. Anderson	C. B. C.	9:00	1:17:14
20	F. T. Parker	P. C. C.	8:00	1:16:25
21	C. Fuhrman	R. B. C.	8:30	1:16:54½
22	J. Young	P. C. C.	8:00	1:16:35
23	G. W. Schuster	Unat	7:00	1:15:40
24	John Gardner	Syracuse A. A.	5:30	1:14:12
25	W. R. Blake	R. B. C.	5:00	1:13:43
26	A. W. Luce	P. W. Jamestown	8:00	1:17:06
27	F. J. Sayles	P. C. C.	9:30	1:18:41
28	W. Hayes	Unat	8:00	1:17:13
29	C. Roedel	C. C. C.	7:30	1:16:55
30	M. F. Baker	Bowmansville	7:30	1:17:05
31	Duke Smith	R. B. C.	6:00	1:15:54
32	M. Scoloezer	P. C. C.	8:30	1:18:21
33	G. E. Klipfel	R. B. C.	10:00	1:20:03
34	N. N. Milier	C. B. C.	8:30	1:18:53
35	H. W. Northrup	R. B. C.	7:00	1:17:23
36	A. G. Mundil	Tonawanda	6:00	1:16:25
37	G. J. Dittly	C. B. C.	8:00	1:18:35
38	C. F. Brooks	R. B. C.	9:30	1:20:06
39	L. A. Callahan	P. C. C.	scratch	1:10:37
40	A. B. Goehler	R. B. C.	scratch	1:10:42
41	A. E. Weinig	R. B. C.	scratch	1:10:45
42	Gus Nowka	74th Rac	10:00	1:20:47
43	J. W. Linneman	R. B. C.	scratch	1:10:58
44	F. E. Radway	London Ont.	scratch	1:11:03
45	W. Schram	R. B. C.	7:30	1:18:38
46	H. Deckert	P. C. C.	7:30	1:18:39
47	W. F. Buse	R. B. C.	scratch	1:11:10
48	P. J. Gulden	P. C. C.	10:30	1:21:15
49	W. Van Wagoner	S. A. C.	scratch	1:11:18
50	J. Penseyres	P. C. C.	scratch	1:11:20
51	H. L. Chamberlin	R. B. C.	7:30	1:18:52
52	J. F. Mischler	C. B. C.	9:00	1:30:23
53	W. F. Faulkner	Unat.	8:00	1:19:27
54	F. W. Julier	R. B. C.	7:30	1:18:57½
55	E. H. Westphal	C. C. C.	10:00	1:21:36
56	F. J. Stadel	C. C. C.	7:30	1:19:07
57	W. Reinheimer	C. B. C.	10:00	1:22:00
58	H. Short	R. B. C.	9:00	1:21:20

In the seventh annual ten-mile handicap road race, given by the Peoria Bicycle Club, May 24, Sylphs won first and second time, and five out of nine prizes, there being only five Sylphs in the race.

HOYLAND SMITH'S ROAD RACE.

NEWBEDFORD, MASS., May 30.—Hoyland Smith's twenty-five-mile road race today proved the most interesting sporting event ever held in southern Massachusetts. At least 25,000 people were in attendance and there were nearly one hundred starters in the race. The winner of the race was E. L. Macomber, a young blacksmith of this city. He has been training out of town, and was a dark horse of the limit—9 minutes. He was the first across the line at the beginning of the race and no other rider was in sight when he finished.

The race was run on Clark's Point, which is a neck of land extending out into Buzzard's Bay. It is an eight-foot boulevard and is almost at the water's edge the entire distance. A steam roller had been rolling the track all night and as the soil was moist, the track was in magnificent condition throughout its entire length. The only drawback was the fact that the vast crowd forced the riders to the outside of the course, so that the actual distance covered was probably more than twenty-five miles.

The Crowd Was Unprecedented

and unexpected. The great grand stands were crowded, and the shores were black with people. The distance around the track is about four miles and over six circuits were made by the riders.

Best time was made by E. H. Snow, of the Press C. C. of Boston, who came within 20 seconds of the record. Nat Butler, who was expected to cut down the time made by him at the Linscott race, fell, but, nevertheless, covered the distance in 1:12:00 $\frac{1}{2}$. The third time prize was won by W. F. Clark, of Boston, in 1:12:51.

There were several accidents. Kelly, of Malden, had a nasty fall through a collision with a carriage and his head was badly cut; Seavy, of Waltham, Farment, Daley, and several others were slightly injured.

The Summary:

NAME.	CITY.	HDCP.	TIME.	NAME.	CITY.	HDCP.	TIME.
L. A. Hazzard, Nwdbfrd.	6:00	1:16:00 $\frac{1}{2}$	C. A. McCullen, Providence	7:30	1:15:41 $\frac{1}{2}$		
T. A. Hackett, Woonsocket	6:30	1:16:20 $\frac{1}{2}$	R. S. Adams, E. Grn Hill	8:00	1:16:15		
G. Dorr, Jr., Roxbury	4:30	1:14:30 $\frac{1}{2}$	H. A. Seavy, Waltham	4:30	1:13:49 $\frac{1}{2}$		
J. E. Yeachman, Nwdbfrd	6:00	1:16:01 $\frac{1}{2}$	J. Bianchi, Malden	4:30	1:13:50 $\frac{1}{2}$		
M. Winter, Mansfield	7:30	1:17:44	J. J. Snow, Providence	5:30	1:14:51 $\frac{1}{2}$		
J. McCormack, Chelsea	6:30	1:16:45	H. C. Laws, Newbedford	5:00	1:13:31 $\frac{1}{2}$		
J. P. Clark, Boston	2:00	1:12:23 $\frac{1}{2}$	E. Disnan, Newbedford	7:00	1:16:31 $\frac{1}{2}$		
E. H. Clark, Boston	1:30	1:11:53 $\frac{1}{2}$	T. E. Hatch, Taunton	6:30	1:16:15		
Verdo, Westgate, Taunton	2:45	1:13:09	E. Disnan, Newbedford	8:00	1:17:45 $\frac{1}{2}$		
G. Cutler, Boston	3:30	1:13:59	W. Wild, E. Greenwich	6:30	1:16:27 $\frac{1}{2}$		
H. F. Adams, Cumberland	7:30	1:18:01	T. E. Farment, Foxboro	4:30	1:14:30		
J. Gatenley, Newbedford	3:00	1:13:31 $\frac{1}{2}$	L. E. Cushman, Malden	3:30	1:15:34		
C. W. Weld, E. Greenwich	6:30	1:15:31 $\frac{1}{2}$	M. Higgins, E. Bridgewater	5:00	1:17:04 $\frac{1}{2}$		
C. W. Smith, Chelsea	3:00	1:13:32	N. Butler, Cambridgeport	scratch	1:12:05 $\frac{1}{2}$		
F. T. Mosher, Newbedford	8:00	1:18:33	W. F. Clark, Boston	0:45	1:12:51 $\frac{1}{2}$		
E. J. Foster, S. Boston	7:00	1:17:35	G. A. Brocklehurst, F. Rvr	4:00	1:16:07		
B. Mudridge, Malden	7:00	1:14:01	G. A. Potter, Lynn	4:00	1:16:08		
A. H. Sayers, Providence	5:30	1:17:27	L. H. Boney, Newbedford	8:00	1:20:15 $\frac{1}{2}$		
A. F. Wisner, Natick	1:30	1:13:31	C. G. Rogers, Newbedford	8:00	1:20:19 $\frac{1}{2}$		
E. L. Macomber, Nwdbfrd	9:00	1:15:23	W. F. Brocklehurst, F. R.	7:00	1:18:20		
G. F. Williams, Boston	8:00	1:15:35	C. A. Howland, Nwdbfrd	8:00	1:20:20 $\frac{1}{2}$		
R. Donovan, Natick	6:00	1:13:37	W. L. Wilcox, Fall River	4:00	1:20:20 $\frac{1}{2}$		
H. B. Hills, Jr., Providence	7:30	1:15:07 $\frac{1}{2}$	W. D. Gifford, Fall River	6:00	1:18:21 $\frac{1}{2}$		
H. Hanson, Rhode Island	6:00	1:13:38	S. S. Hall, Chelsea	2:15	1:15:06 $\frac{1}{2}$		
E. Ramsell, Lynn	6:00	1:13:41	J. T. Gaerie, Somerville	5:30	1:17:52 $\frac{1}{2}$		

HAZARD ROAD RACE.

BUFFALO, May 28.—The Hazard twenty-five mile road race run here today over the Martin course was a great success, fully 5,000 people witnessing the start and finish. The limit man, "Tony" McCarthy, was sent off at 3 o'clock, and ten minutes later "Jack" Linneman, the holder of the 100 and 200 mile road records, the only scratch man in the race, dashed off in pursuit, and began his task of mowing down the men in front. The 7, 8, 9, and 10 minute men held well together on the way out to the turn, but Weinig and Louis Callahan, 3 and 4 minute men, riding together and alternating the pace, wrought havoc with the field. At three miles out they were thirty-fourth and thirty-fifth, and at the turn they had already worked up into seventh and eighth place. Goehler, from the 1:30 mark, too, was riding at a furious gait, and in the first three miles had already increased the distance between himself and Linneman by half a minute. The first man at the turn was a dark horse from the 7-minute mark, C. Werick, and he was followed by W. L. Runser, an 8-minute starter, also a novice. The rest of the forty contestants followed within a space of five minutes. The run home was against a stiff head wind, which killed off a number of the men, and the back markers, especially Weinig and Callahan, kept mowing down the field until about five miles from the finish. C. Werick, who had held the lead from the turn, was compelled to surrender to these two, who finished with a long sprint, in which

Weinig Won the Race.

Werick, however, held third place to the tape, and was followed in quick succession by W. L. Runser, who was riding pluckily for a little lad, for he is only seventeen years of age, of slight build, and does not weigh over 115 pounds. He was followed across the finish line by Goehler, who had by this time increased the distance between himself and Linneman by over two minutes. Elmer Johnson, from the 8-minute mark, was the sixth man home, and then came Linneman, riding wearily, and showing signs of distress. He was unquestionably stale, although the fact that he had several bad falls probably had something to do with his riding.

The great surprise of the day, however, was when it was found that "Allie" Weinig, whom, a short time ago, every body ridiculed, saying that he was incapable of riding twenty-five miles, was a winner of time prize in the remarkable time of 1:14:29, over roads which were flooded with a three-days' rain, and in horrible condition, more resembling soggy goose pastures

in some places than highways. Louis Callahan, also, was a great surprise winning second time prize in 1:14:59 $\frac{1}{4}$, or 30 seconds slower than the winner's time.

A Bad Accident

occurred on the road. C. A. Sliker, and John Penseyres, 4-minute men, had a collision on the outward run, Sliker being thrown and breaking his collarbone. He was cared for by friends, however, and was brought to town in a buggy, and his machine, a sixteen-pound mount, was a sad wreck.

The finish between Weinig and Callahan was as exciting as a half-mile event against time. Both loafed around the three-quarter-mile stretch of park road in front of the tape until about two hundred and fifty yards from home, when gathering strength for the final struggle, they broke away at a furious gate, with "Cally" a little to the good. Weinig gained, however, and amid the cheers from 5,000 throats, crossed the line a half length to the good.

The order of finish of the prize winners was as follows:

PLACE.	NAME.	CLUB.	HANDICAP.	ACTUAL TIME.
1	A. E. Weinig	R. B. C.	3:30	1:14:29
2	L. A. Callahan	P. C. C.	4:00	1:14:59 $\frac{1}{4}$
3	C. Werick	C. C. C.	8:30	1:20:43
4	W. L. Runser	C. B. C.	8:00	1:21:29
5	A. B. Goehler	R. B. C.	1:30	1:15:26
6	E. Johnson	Jamestown	8:00	1:24:08
7	J. W. Linneman	R. B. C.	scratch.	1:17:34
8	C. F. Brooks	R. B. C.	8:00	1:26:26
9	W. L. Steimal	R. B. C.	6:00	1:24:28
10	W. B. Blake	R. B. C.	3:00	1:21:31
11	C. F. Wedell	M. A. C. C.	7:00	1:25:34
12	R. B. Holden	P. C. C.	7:00	1:26:16
13	W. Hayes	unattached	7:00	1:28:38
14	J. Young	P. C. C.	7:00	1:28:38 $\frac{1}{4}$
15	P. von Boeckman	Jamestown	6:00	1:30:04

HAMILTON WINS FROM SCRATCH.

DENVER, COLO., May 30.—Today's twenty-five-mile road race was a surprise. In the first place the Denverites had counted on good weather and consequently when it rained today they were very much disappointed. However, they swallowed their disappointment and ran the race. Again another surprise awaited them. W. W. Hamilton, the Pueblo flyer, who was one of the three scratch men, easily shook off his companions and won the race with ease. Hamilton made a fine ride. He had ninety-one men to catch and pass, all with starts ranging from one minute to fifteen. He accomplished the feat and of course got time, as well as first place. His time was 1:22:30. C. I. Himstrot, of Cheyenne, ran into second place. He was last over four minutes behind the winner. H. R. Renshaw, the winner of last year's race, was third, and C. W. DeKay, of Laramie, fourth.

ST. PAUL TIMERS MUDDLED.

MINNEAPOLIS, MINN., May 30.—The twenty-five mile road race at Lake Harriet, held under the auspices of the Minneapolis Cycle Track Association, this afternoon, was witnessed by one of the largest crowds that ever turned out to see a cycling event in the twin cities. Forty-one of the leading racing men from this vicinity faced the starter, and about thirty-five finished. Albert Mertens, of St. Paul, from the 14-minute mark, finished first in 1:19:15, a wheel's length ahead of P. Gydson, with H. N. Bird third, about twenty-five feet away. B. B. Bird, and Geo. K. Biggs, both of St. Paul, and the scratch men, rode a terrific race, but owing to a misunderstanding left the track before completing their last lap, and their time was not taken. They would have very closely approached, if not beaten, Butler's record of 1:11:28 had they ridden the full distance.

The results in full were greatly muddled by inexperienced scoring and timekeeping, but the officials finally announced

The Following Order of Finish:

Place prizes.—First, A. Mertens, St. Paul; second, P. Gydson; third, H. M. Bird; fourth, A. R. Byrne; fifth, Chas. Hafer; sixth, W. O. Thompson; seventh, J. M. McCormick; eight, Geo. F. Cremer.

Time prizes.—First, Chas. Hafer, St. Paul, 1:17:15; second, Geo. F. Cremer, St. Paul, 1:17:45; third, A. W. Harrison, Minneapolis, 1:18:15. The track was in good condition, and the weather was perfect.

SMALL ROAD RACES.

DES MOINES, May 30.—The second annual road race of the Des Moines B. C. was run today. The course is nine and one-half miles in length, with seven turns and one heavy hill. The contestants finished in the following order: Bird Moore, 1-minute, first. Time, 25:55; Albert Edwards, second, and R. C. Head, third. Edwards won the time prize in 25:54.

DULUTH, May 30.—Thirteen started in the annual ten-mile road race of the Duluth C. C. Titus Duncan, of Duluth, won the race in 32:15. The first time prize was taken by T. L. Bird, scratch, who finished third in 28:27.

BAY CITY, MICH., May 30.—The sixteen-mile road race from West Bay City to Auburn, this morning, had thirty-nine starters. The race was won by John Russell in 54:10 and the time prize by Clint. Allen in 51:18.

TOLEDO, OHIO, May 30.—Twenty-two and three-quarters miles of heavy roads were ridden today by forty-six racing men in the Colton road race. F. C. Schrein, of this city, won the race and time prize on a Gendron. Time, 1:00:01; B. Oldfield, Saginaw, second; G. J. Raymond, Cleveland, third.

LIMA, OHIO, May 30.—The twenty-mile handicap road race here this afternoon drew out a tremendous crowd. Remarkable time was made, considering the roughness of the course. W. S. Furman, of Oran, Ohio, won

the time prize, making the run in 58:56. First place was won by Winfred Runyan, of Urbana, Ohio. Time, 59:20; D. J. Good, of New Carlisle, Ohio, was second, and Ed Reel, of Lima, third. There were fifty starters.

CHAMPAIGN, ILL., May 30.—The annual nine and one-half miles handicap road race from Tolono to Champaign was won by Bower, of Tolono. Time, 43:00; Tucker, second; Nicolet, scratch man, third, but winner of time prize. Time, 41:36.

BLOOMINGTON, ILL., May 30.—The first annual road race of the Bloomington Bicycle Club took place today. There were seventeen entries and the distance was twelve miles. The race was won by Lawrence Hamilton. Time, 43:30; G. C. Ripley was second, and T. W. Baird, third.

DANVILLE, ILL., May 30.—The ten-mile road race was won today by James Shoaff. The time prize was won by Will Turnbull in 32:00.

RAHWAY.

NEW YORK, May 30.—The eight annual race meet of the Union County Roadsters was held today at Rahway, N. J. The various events were contested on the club's new quarter-mile track, which was in perfect condition. Fully 8,000 persons were in attendance, and the meet this year is the most successful one of the Union County Roadsters' history. The majority of the spectators came direct from the Irvington-Milburn road race, and were a jolly crowd. The prize list was really a good one, and comprised, among other articles, diamonds and jewelry galore. Results:

One-mile novice, final heat—James Elder, first; John I. Beam, second; Adolph Hefner, third. Time, 2:41²/₅.

Half-mile handicap, final heat.—F. Conom, first; W. H. Bettes, second; A. C. Watson, third. Time, 1:06.

One mile, 3-minute class—A time limit was placed on this event, and the third heat was rerun in accordance thereto. In the fourth heat six men fell on the far turn, but as no one was seriously injured they were allowed to run a heat by themselves, the winner to ride in the final. The final resulted: Jas. Thompson, first; W. J. Ehrich, second; John Allison, third; R. L. Arner, fourth; and C. S. Henshaw, fifth. Time, 2:42.

Ehrich and Allison were disqualified by the referee, which gave second and third place to Arner and Henshaw, respectively.

One-mile handicap, final heat.—C. K. Granger, first; H. S. Thompson, second; James Willis, third. Time, 2:25³/₅. C. W. Ertz really won the race, but was disqualified for looking around.

One-half mile division championship was run in one heat, and only had three starters, who finished as follows: G. Fred Royce, first; E. L. Blauvelt, second, and James Willis, third. Time, 1:20¹/₅.

Seven Beat the Record.

KANSAS CITY, Mo., May 30.—Kindevatter's record of 30:01 made over the Waldo Park course was beaten by seven men in the road race today. The new mark set up for others to hack away at is in 28:41, made by E. A. Grath, of St. Louis. Five thousand people saw C. E. Jacques win the ten-mile race from the 5:30 mark today. Fifty-six men started. The finishers and times were as follows:

C. E. Jacques, K. C. C., 5:30, 82:01¹/₂; W. J. Brunner, K. C. C., 4:30, 41:31; S. M. Hocker, K. C. C., 4:30, 31:41; H. R. Bodge, K. C. C., 4:30, 31:50; H. L. Maloney, Morrow, 4:30, 32:10; C. R. Whaley, Independence, 4:30, 32:19; E. J. Davison, Topeka, 4:00, 30:01; W. W. Jaques, K. C. C., 3:00, 30:07; O. H. Rebschied, J. C. W., 2:00, 30:07; G. A. Leitner, K. C. C., 5:30, 33:43; Vincent Dole, K. C., 5:09, 33:15; W. H. Maxwell, K. C. C., 4:00, 32:19; E. S. Hall, K. C. C., 4:00, 32:24; C. Henderson, K. C. C., 2:00, 30:29; Ed Grath, P. A. C. S. & L., scratch, 28:41; W. T. Cox, S. & L. C. C., scratch, 28:46; J. McGaffin, Topeka, 3:30, 32:21; T. Coburn, R. C. C., S. & L., 1:30, 30:24; G. C. Whitman, K. C. C., 8:00, 32:06; L. E. Rodgers, Decatur, 1:30, 30:47.

Dirnberger May Leave the Rambler Team.

As we go to press we learn that M. F. Dirnberger, one of the stars on the Rambler team, is seriously thinking of leaving that organization. "Dirn," it is rumored, has had some trouble with Manager Atkins, and left him in 'Frisco to come to Chicago to see Mr. Gormully. It is also said that the Buffalo boy is looking for a little larger salary.

Rain Interferes at Utica.

UTICA, N. Y., May 30.—The track races in which Kennedy, Taxis, and C. M. Murphy were to ride today were postponed on account of rain to June 18. The road race was run according to schedule and was won by Hall, of Yorkville. He also won time in 53:30. Sheldon was second and Gage third.

Bliss After Records.

STOCKTON, CAL., May 26.—R. L. Long, of San Francisco, rode a standing eighth here today in :16³/₅. World's record. Bliss races Thursday at Alameda and Saturday at the Midwinter Fair. He will try for the flying horse paced mile as soon after as he can get in shape.

More Coast Records Go.

STOCKTON, CAL., May 24.—Zeigler tied the standing eighth world's record today for the second time. Foster did a flying quarter in :30¹/₅, a half in 1:03, three-quarters in 1:38, and a mile in 2:13¹/₅. Zeigler did a standing mile in 2:13¹/₅. All of these are new coast records.

A Michigan Road Race.

BAY CITY, MICH., May 30.—John Russell won the Bay County eighteen-mile road race on a National from the 6 minutes mark to-day. C. Allen, scratch, captured time prize in 51:18.

WALTHAM'S BIG MEET.

Sanger and Bald Divide Honors—Big Crowd, Good Racing, and Fast Time—Novices Ride Well.

WALTHAM, MASS., May 30.—The thirteenth annual spring meet of the Massachusetts division was held here today, and it was a great success.

There was a parade in the morning, in which 1,500 wheels were in line. The prizes were awarded as follows: For best appearance, first prize, Press Cycling Club; second, Massachusetts Bicycle Club; special prize, Bostonian Cycle Club; commended, Rolleston Club and Somerville Club; for largest number, first prize, Press C. C.; second prize, Massachusetts B. C.; third prize, Roxbury. There were 170 applications for membership and 300 renewals of membership.

The great event of the day was the races of the A. C. C., of Boston, which were run at Waltham before an audience of 20,000. The day was a perfect one, but the wind at the track prevented the breaking of any records. Sanger tried for the World's mile-competition record, starting from scratch in his class handicap, but could not lower his own mark. Tyler rode an exhibition mile, going it in 2:13²/₅.

Thomas John Shepherd, the youngest rider in America, who is not yet five years old, rode an exhibition third. A. W. Porter succeeded in lowering the track competition-mile record, going the mile in 2:18. Following is a detailed description of the events:

The first event on the card, a one-mile novice, was a hotly contested event, as novice events always are. In the first heat, there were nine starters. Promptly at 2:30, Starter Peck sent them off, a nervous little bunch of aspirants. H. Dring set the pace and led them around the track at

A Rattling Pace.

the others following abreast. Fuller jumped to the front at the lap, but had to give the place up to Marriatt. Howe drew away from the field on the last lap, only to give up to Johnquist, who beat the field out to the tape. Howe took second, and Brazier, who had been lying back, took third place.

The second heat brought to the tape nine starters, and they started off in great style. Felton cut out the pace round the turn and the field followed close at his heels. At the lap he was leading, followed by Russell, while the pads clung out behind in a long stream. At the final lap Wyman went up on the outside, but could not hold the pace with Haskell who had been lying back. He came way out at the last turn and romped down the straight with the rest after him. Brazier jumped also and brought up Driscoll. They finished in that order.

The third heat was a larger one, bringing out ten starters. Clark set the pace, and the field followed him closely. At the lap Hall, Doubleday, and Smith were abreast. Doubleday went out and around on the last lap, making an exceedingly good race. He came down the track, slowly passing man after man. As he entered the turn he was just about holding the leader, Smith, who then began to go. At the turn Hall began to spurt. Doubleday could not hold him on the straight, and finished second. Shakespeare was third.

The final heat in the mile novice came next. A time limit of 2:45 was placed on the event. It was a bad loaf till the last lap, when Howe jumped out, and maintained his lead till the last turn, when Johnquist bested him, and nipped him right on the tape. Howe was second, and Doubleday third.

There were ten starters in the first heat of the Class A, two-thirds mile. It was

A Desperate Heat.

won by porter, who rode as pretty a heat as he ever rode in his life. He laid back for the first lap, and did not do anything but keep up with the crowd. They loafed all around the lap, and at the gong Emerson spurted, and set the field going. It was as if he had touched a spring and released some powerful mechanism behind the men. He went way out, and the field tried hard to catch him. This they succeeded in doing. Half way down the back he was retired, and Campbell, of Chicago, jumped to pace, followed by Plaintiff. Porter was with them, and the race was between these three. Porter was riding for the home club, and he set out to catch them. He forged slowly to the front, and at the turn was just even with the leader. He bested him as he came into the straight, and finished first, with Campbell second, and Plaintiff third.

The second heat was a Waltham event also, as Haggerty bested Rhodes in a long pull out down the backstretch, and simply ran away from him on the straight. Rhodes did not qualify.

The third heat was an atrocious loaf, with eight starters. Waltham, for the third time, was in it. McLaughlin won with a spurt very similar to the other two; Lenfest was second, and Williams third.

In the final, Haggerty, of Waltham, had the pole, Dan Connolly doing the pacing, and keeping the lead until the backstretch on the finish, when Porter forged ahead, pulling behind him Fred Haggerty. They finished in that order, Connolly third. Porter's time was 1:41¹/₅.

The two-thirds Class B race was a great surprise.

Bald Beat Out Sanger

in a hot sprint down the straight. All five men entered in this event, came to the scratch, and when they left the dressing-room there was a great shout. Tyler was on the pole with Sanger, Bald, Taylor, and Donnelly, in the order named. Sanger kept up his reputation as "jollier," and joked with the starter till he was sent off. Tyler set the pace, a fairly hot one, with Sanger next him, riding easily. Bald and Donnelly were next in order and Taylor was out and back of them all watching them hard. There was

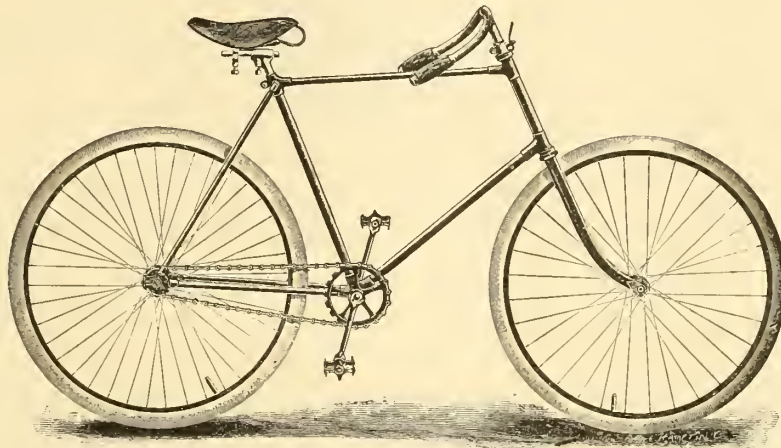
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no change on the backstretch, with the exception of Donnelly falling back to last place. On the straight the men had begun to go, and the man from York was hopelessly out of it. He dropped back and could not even make a bid for place. As they went into the turn Taylor went way up on the outside, followed by Bald. Sanger saw them and then struck out with Tyler at his rear hub. At the last turn Taylor dropped far to the rear and Sanger and Bald began their battle royal, with Tyler, and Taylor having it out a few feet behind. Sanger did not work very hard, as he preferred waiting and saving his strength for the mile open, especially, as the prize for this event was a wheel. Bald nipped him just at the tape. Tyler qualified, shutting out Taylor, and the man from Maine disappeared into the dressing-room.

The first heat of the class, a handicap mile, was of interest and was won from the 110-yard mark by J. C. Wettergreen.

Just why Connolly went back to scratch in the second heat no one seemed to know. He had Porter in front of him.

Porter's Work Was Excellent

and he won second place from twenty-five yards in a field of thirteen starters.

The third heat brought out fifteen starters. It was uninteresting.

The fourth heat was one of fifteen starters, also.

Arthur Porter started from scratch in the final with Haggerty on the fifty-yard line. Haggerty paced Porter around the first lap and at the tape left him in the fast gathering bunch. On the second lap the crowd was bunched, with Porter moving down the field at a rapid rate. Wettergreen, of Malden, took the lead on the homestretch, retaining it to the tape. His time was 2:16½. Fuller, Marmon, and McLaughlin were close behind and finished in that order, with Porter fifth.

Porter's time was 2:18, lowering the track competition record by 3 seconds. He gets a \$50 diamond for his efforts.

The race of the day came next, the Class B one-mile open. Only five men came to the scratch. Tyler was again on the pole, with Sanger second, Bald, Taylor, and Carter, of Baltimore, on the outside. There was a time limit of 2:25 on the event. Carter got a magnificent push off, and took the pole, cutting out a pretty good pace. Close behind were Taylor, Sanger and Tyler riding abreast, and Bald, in his ash-colored togs, bringing up the rear. They went down to the last turn, Carter, Tyler, Taylor, Sanger, and Bald. There was no change till the last lap. At the turn they were running in this order: Tyler, Taylor, Sanger and Bald; Carter dropped out on the backstretch, and the four flyers were left to fight it out. As they got to the last turn

Sanger Worked His Famous Spurt

and jumped the bunch. He brought Bald up with him and the way the Buffalo man hung on to him was a caution. They fought gallantly round the turn, Bald hanging on like death. Meanwhile, Tyler and Taylor were struggling for place behind. Bald still hung on and Sanger had to work very hard to win from him. Tyler just nipped Taylor for third.

The Class B handicap mile was the last competition event on the card. Sanger and Tyler started from scratch, with Bald on twenty-five yards to hustle the going. Sanger tried for world's competition record for the distance. Donnelly was on limit at eighty-five yards. Taylor was between. It was a great race. Tyler paced Sanger and Bald and Taylor fell in behind. Taylor dropped out at the quarter, evidently being but a pacemaker. Sanger then jumped to the front and started out for the tape. Taylor tried to pass him on the turn but could not. Sanger let out another notch and walked away from him. Bald also tried for first place but, finding it hopeless, gave up and tried to boost Taylor out of second. Taylor was not to be thus easily beaten in his club town, and hung on for his place, and Bald had to be contented with third.

After a long wait Harry Tyler made an attempt to lower the world's record for a mile flying start, with pacemakers, Windle made the mark of 1:56½. The pacemakers were Carter, Bald and Sanger. He did not succeed in breaking even the track record of 2:07, made by Zimmerman last October. The best that he could do was 2:13½.

Summaries:

One-mile novice, first heat, nine starters.—First, C. E. Johnquist, Boston; second, George A. Howe, Waltham; third, W. P. Brazier, Metropolitan W. Time, 2:34½.

Second heat, nine starters.—First, F. F. Haskell, Somerville; second, W. Crosier, Jamaica Plain; third, James Driscoll, Boston. Time, 2:38.

Third heat, ten starters.—First, E. W. Hall, Waltham; second, C. Doubleday, Boston; third, William Shakespeare, Waltham. Time, 2:49½.

Final heat, nine starters.—First, Johnquist; second, Howe; third, Doubleday. Time, 2:46½.

Two-thirds mile, Class A, first heat, ten starters.—First, A. W. Parlor, Waltham; second, L. W. Campbell, Chicago; third, G. Plantiff, Waltham. Time, 1:53.

Second heat, thirteen starters.—First, F. M. Haggerty, Waltham; second, A. E. Vandell, Malden; third, D. T. Connolly, Boston. Time, 1:36½.

Third heat, eight starters.—First, J. McLaughlin, Waltham; second, M. Lenfest, Cambridge; third, C. C. Williams, Waltham. Time, 1:43½.

Final heat, fifteen starters.—First, A. W. Porter; second, F. M. Haggerty; third, D. T. Connolly, Boston. Time, 1:41½.

Two-thirds mile open, Class B, five starters.—First, E. C. Bald, Buffalo; second, W. C. Sanger, Springfield; third, H. C. Tyler, Springfield. Time, 1:31½.

One-mile handicap, Class A, first heat, ten starters.—First, J. C. Wettergreen, Malden, 110 yards; second, M. Lenfest, Cambridge, 110 yards; third, C. E. Record, Somerville, 130 yards. Time, 2:17½.

Second heat, thirteen starters.—First, A. T. Fuller, Malden, 100 yards; second, A. W. Porter, 25 yards; third, F. E. Wing, Framingham, 100 yards. Time, 2:17½.

Third heat, fifteen starters.—First, G. H. Carter, Newtonville, 125 yards; second, C. S. Williams, 85 yards; third, W. C. Marmon, Boston, 100 yards. Time, 2:18½.

Fourth heat, fifteen starters.—First, Frank Mays, Boston, 105 yards; second, F. M. Haggerty, 50 yards; third, G. Plantiff, 135 yards. Time, 2:14.

Final heat, twenty-three starters.—First, Wettergreen; second, Fuller; third, Marmon; fourth, McLaughlin. Time, 2:16½. Scratch man's time, Porter, 2:18.

One-mile open, Class B, five starters.—First, Sanger; second, Bald; third, Tyler. Time, 2:23½.

One-mile handicap, Class B, six starters.—First, Sanger, scratch; second, Tyler, 35 yards; third, Bald, 25 yards. Time 2:13½.

The special prize for the rider of fastest Class A mile went to A. W. Porter, who made 2:18. The special prize for the rider of fastest class B mile was won by Sanger in 2:13½.

The officers were, referee, Howard E. Raymond; judges, Abbot Bassett, George A. Perkins, D. E. Miller, Spencer T. Williams, and H. W. Robinson; timers, C. W. Froudrinier, W. T. Gill, G. W. Dorntee, C. E. Lovell, and J. J. Fecitt; starter, A. D. Peck; clerk of the course, W. S. Doane; handicapper, J. C. Kerrison.

FAST RACING IN 'FRISCO.

SAN FRANCISCO, CAL., May 30.—The Bay City Wheelmen's annual Decoration Day race meet took place today on their five-lap cement track at Central Park. Despite many counter-attractions and threatening weather the grand stand was comfortably filled. The Reliance Club, of Oakland, had a field day on its track at Alameda, and added two bicycle races to the programme, which drew some of the best riders from the Bay City's races, and also many spectators. The Bay City's meet was sanctioned before that of the Reliance Club, and no little ill feeling has arisen between the rival clubs on account of the latter club's action in adding bicycle events to its field programme. The B. C. W.'s races were conducted with that vim and snap which has always characterized the doings of this club. There was not the slightest hitch or delay, and happily not a single accident spoiled any one's pleasure. The prizes offered were of highest order, and were well worth riding for, and were not misrepresented as to value. Almost three thousand people passed through the gates. There was no dirty work of any kind, and much credit is due the track officials for the efficiency with which they performed their duty.

The first event on the programme was a half-mile scratch for Class B men. Four men started. C. S. Wells immediately took the lead, and held it for some time, but Otto Zeigler, and W. A. Terrill soon commenced to push him hard. When about one hundred yards from the finish

Zeigler Commenced to Spurt,

and passed Wells, winning by about two wheels' lengths. Zeigler's time was 1:12.

The second race was a quarter-mile dash for Class A men. Harry Terrill made pace from the start, and won the first heat in :33. The second heat was a pretty race. All the men got off together. Alfred Griffith soon took the lead and, though pushed very hard by Bart Menne, maintained it to the finish, winning the heat in :33. The third heat was the hottest of the three, although there were only two competitors. Archie Reid took the lead, and made the pace very fast, but he had all he could do to keep away from Emil Languetin, who hung on like grim death. Reid won, and also broke the coast competition record by one-fifth of a second. Time, :31¼. The final brought out Alfred Griffith, Archie Reid, Harry Terrill, and Emil Languetin, all of the Bay City Wheelmen. Reid started making pace, but Terrill overtook him on the last turn, and won in :31½, again breaking the coast record.

Only four men started in the one-mile handicap for Class B men, with no one on scratch. Al Jarman, of the Garden City Cyclers, with 135 yards, had the largest handicap, and although others tried hard to catch him they did not succeed. Jarman appeared to be almost exhausted on the third lap, but the cheers of the crowd helped him keep his heart, and he kept on to the finish, winning in 2:18½.

The next event was a one-mile handicap for Class A men. The final brought out six men. Emil Languetin, exhausted by previous efforts, dropped out after going around the track twice. Bert Menne caught and passed all the other men, winning in 2:19½.

The Next Event was the Hottest Race of the Day.

It was a quarter-mile dash for Class B men. It brought out four of the best riders on the coast—Otto Zeigler, W. A. Terrill, C. S. Wells, and C. M. Smith, all of the Bay City Wheelmen. Wells unfortunately punctured his tire at the start, and had to drop out. They all got off in a bunch, and kept their relative positions to the finish. The pace was terrific, and the spectators became excited, and yelled, screeched, and howled as the riders tore around the track, Zeigler still leading; as they rounded the turn into the stretch Terrill did his best, but his efforts were unavailing, and Zeigler won in :30½, again breaking the coast record for a quarter mile. The last event of the day was a three-mile team race. The San Jose Road Club, the California Cyclers, and the Bay City Wheelmen each entered two men to compete for a handsome silver cup, which the Bay City Wheelmen offered for a trophy. The Bay wheelmen scored fifty-five points, and won the race. The time was 8:02½. Three cheers for the B. C. W.s, and the firing of the starter's pistol ended the day, as far as the races went, but the evening was celebrated by a joint run of cycle clubs to a local theater.

CHARLEVOIX, MICH., May 30.—Frank Fox won the novice, A. T. Ross, the third-mile open, Will Holdsworth the mile open and two-mile handicap, and Frank Fox the club handicap, at the Charlevoix C. C. races today. There was a strong wind blowing.

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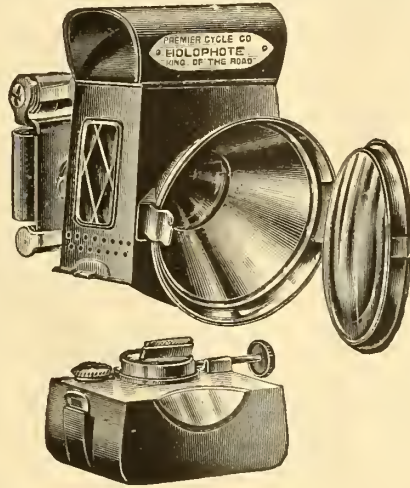
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MENTION THE BEARINGS

JOHNSON AT WORCESTER.

WORCESTER, MASS., May 30.—There were 1,500 people at the Bay State Club's tournament at the park this afternoon. The most prominent of the visitors were J. S. Johnson, O. S. Brandt, and F. J. Titus. In the morning there was a seven and one-half mile road race, with twenty-six starters. P. Joel Stifle, of this city, won in 20:55. F. J. Walker, of Holyoke, was second, and F. Copeland, of Worcester, third. Colman, of Springfield, led at the finish, but was thrown in a collision and lost his place.

In the team race at the track races the Bay State Club won, although the Worcester Club was ahead until the last relay. John Paulson, a new rider, won the title of county champion. He also won the one-mile 3:00 race.

Johnson started in the one-mile open, Class B, but broke down and withdrew. The one-mile open, Class A, had to be run a second time as the time made was met within the limit. In the one-mile handicap Graves, of Springfield, fell on the homestretch. It did not make any difference in the result, however, as he was too far behind.

The Summaries:

One-mile novice.—John W. Nystrom, Worcester, first; David H. Young, Holyoke, second; John Gray, Worcester, third. Time, 3:07.

One-mile Worcester County Championship.—Hollis A. Adams, first; Bert R. Livermore, second; John Paulson, third. Time, 2:47½.

Half-mile Class B.—John S. Johnson, first; F. J. Titus, second; Watson Coleman, Springfield, third. Time, 1:03.

One-mile, 3:00 class.—John Paulson, Worcester, first; David H. Young, Holyoke, second; F. J. Walker, Holyoke, third. Time, 2:50¾.

Two-mile relay race.—Bay State Club, first; Worcesters, second; Massasoits, of Springfield, third. Time, 5:08. The winner of each relay got a gold watch.

One-mile open, Class B.—Fred C. Graves, first; F. J. Titus, second; Watson Coleman, Springfield, third. Time, 2:31¾.

One-mile open, Class A.—Robt. Newton, Stafford Springs, first; John T. Burns Leominster, second; W. H. Spurge, Worcester, third. Time, 2:45.

One-mile handicap, Class B.—Watson Coleman, 100 yards, first; John S. Johnson, scratch, second; F. J. Titus, 25 yards, third. Time, 2:22.

One-mile handicap, Class A.—J. Joel Styffe, Worcester, 80 yards, first; F. J. Walker, Holyoke, second; John T. Burns, Leominster, third. Time, 2:31¾.

CHICAGO'S MATINEE RACES.

The cold day, made more unpleasant by the strong northeast wind which whistled down the backstretch, and threatened to unroof the grandstand, did not prevent a crowd of about seven hundred from witnessing the first of the matinee races held under the auspices of the Associated Cycling Clubs and the Chicago Athletic Club, at the South Side track.

The weather considered, a very good afternoon's racing was enjoyed, and nearly all those entered in the events started. Gus Steele, who had a bad fall in the morning, did not appear, leaving Levy, Githens, and Ellithorpe to fight out the Class B events. Ellithorpe managed to scoop in all of these, except the one-mile handicap, in which he and Githens did not start, and the race was given to Levy.

The Summaries:

One-mile novice, ten starters.—F. W. Osmun, first; V. Loos, second; V. M. Ollier, third. Time, 2:59.

One-mile, Class B, three starters.—G. H. Ellithorpe, first; H. A. Githens, second; Jas. Levy, third. Time, 2:54.

Two-mile handicap, Class A, twenty-two starters, final heat.—C. H. Peck, first; A. W. Cleaver, second; Don Fisher, third. Time, 5:16.

One-mile, Class A, seven starters.—C. H. Peck, first; G. E. Bicker, second; C. V. Dasey, third. Time, 3:05½.

One-mile handicap, Class A, twelve starters.—A. W. Cleaver, first; C. H. Peck, second; C. V. Dasey, third.

One-third mile handicap, Class A, three starters.—G. H. Ellithorpe, first; Jas. Levy, second; H. A. Githens, third. Time, :47.

One-third mile, Class A.—J. P. Van Doozer, first; W. L. Swendeman, second; C. H. Peck, third. Time, :54¾.

Two-mile handicap, Class B.—G. H. Ellithorpe, first; Jas. Levy, second; H. A. Githens, third. Time, 5:23.

WASHINGTON MEN WIN EVERYTHING.

BALTIMORE, MD.—It was Washington Day at the races of the Clifton Wheelmen at the Park cycle track today. Of the eight events on the card Baltimore captured but one, and that the novice. Washington riders carried off two, and Simms, really of Washington but riding under Swarthmore College colors, got three. The other two events were Maryland division championships, which went by default, as only one man in each case came to scratch. Under the circumstances the times made were fairly fast while some of the finishes were of the heart disease order. Clapp made the fastest quarter and half, respectively, in :33¾ and 1:11. Simms made the fastest mile in 2:26½ in competition. He afterward did the distance with pace makers in 2:24. A strong southeast wind swept diagonally across the back stretch and finish, and the air was very chilly.

The Summaries:

One-mile novice.—Clarence Knight, Baltimore, first; J. L. Ives, Baltimore, second; L. J. Wooldridge, Washington, third. Time, 2:44¾.

One-mile Maryland division championship.—Won by R. H. Carr, Baltimore, by default as the other competitors did not come to scratch.

Quarter-mile open.—E. E. Clapp, Washington, first; J. A. Ostendorf, Baltimore, second; C. B. Jack, Wilmington, third. Time, :33¾.

Quarter-mile Maryland Division Championship.—Won by Walter Wilmer, Baltimore, by default as other competitors did not come to scratch.

Half-mile handicap.—E. E. Clapp, Washington, scratch, first; Wright Curtiss, 40 yards, second; C. B. Jack, Wilmington, 10 yards, third. Time, 1:13.

One-mile handicap.—W. F. Simms, Swarthmore College, scratch, first; J. L. Ives, Baltimore, 100 yards, second; T. W. Hutchins, Washington, ten yards, third. Time, 2:26½.

Two-mile handicap.—W. F. Simms, Swarthmore College, scratch, first; T. W. Hutchins, Washington, 20 yards, second; H. A. French, Baltimore, 60 yards, third. Time, 5:41½.

Half-mile open.—W. F. Simms, Swarthmore College, first; E. E. Clapp, Arlington Wheelmen, Washington, second; Clarence Knight, Baltimore, third. Time, 1:15½.

SOUTHERN CALIFORNIA DIVISION MEET.

NATIONAL CITY, CAL., May 30.—The first day's races at the second annual meet of the Southern California division opened today at Sweetwater track. The races did not commence until afternoon, the forenoon being devoted to a parade in which over two hundred cyclists participated. There was large attendance at the races.

Summaries:

One-mile novice.—Harry E. Scott, first; Jas. I. Jefferson, second; Chas. Kutzner, third. Time, 3:48¾.

One-mile 2:30 class, final heat.—Burke, first. Time, 2:47.

One-mile division championship, first heat.—C. Castleman, first; C. Cowan, second. Time, 2:46.

Second heat.—F. G. Lacy, first; T. Q. Hall, second; C. Shoemaker, third. Time, 3:11¾.

Final heat to be run tomorrow:

Half-mile division championship, first heat.—C. Castleman, first; S. G. Spier, second. Time, 1:20¾.

Second heat.—W. A. Burke, first; Lacy, second; J. W. Cowan, third. Time, 1:41.

Final heat won by Burke. Time, 1:20.

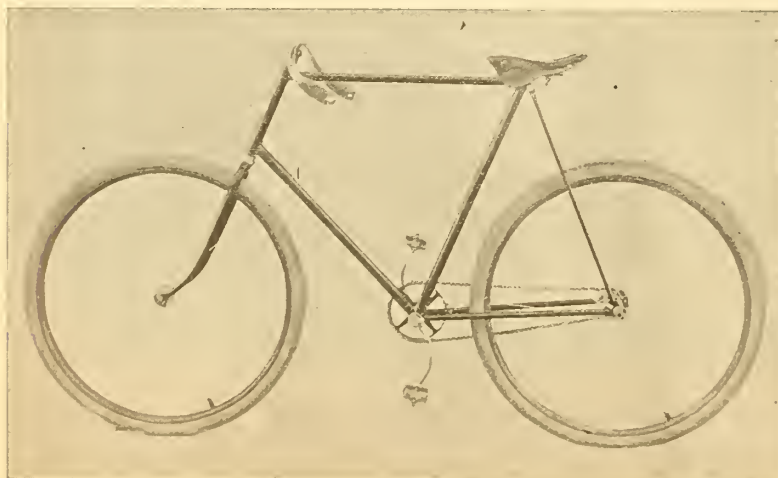
Three-mile handicap.—Phil Kitchen, first; J. J. Long, second; N. D. Noble, third. Time, 7:49¾.

One-mile, 2:40 class, final heat.—W. M. Jenkins, first; Holbrook, second; Story, third. Time, 2:58.

Three-mile division championship.—Phil Kitchen, first; C. Shoemaker, second; H. W. Cobb, third. Time, 8:07½.

Five-mile handicap.—J. J. Long, 150 yards, first; T. Q. Hall, second; C. Shoemaker, third. Time, 13:28¾. Shoemaker's time from scratch was 13:31½, breaking the competition coast record.

The Central Cycle Mfg. Co. are issuing a very handsome Ben-Hur souvenir. It is a handsome photogravure of the chariot race by Wagner, and is sent out with their catalogue. This makes a very handsome present and will no doubt be much sought after. When writing for one of the souvenirs kindly mention THE BEARINGS.



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DECORATION DAY.

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J. R. BEZENEK	-	-	2d Place.
H. VAN HERIK	-	-	3d Place.
J. SKELTON	-	-	4th Place.
A. V. JACKSON	-	-	5th Place.

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HOT RACING AT CLEVELAND.

CLEVELAND, May 30.—The Cleveland Wheel Club's annual road race, over the Wickliffe course, twenty-five miles, brought out sixty-seven starters. The weather was fine, the course in reasonably good condition, and good time was made. Dark horses were numerous and men near the scratch were pretty well snowed under. George Comstock made the best time from scratch, in 1:15:21. The race was won by Lewis Grimm in 1:15:15 from the 11-minute mark. Best time to the turn was made by L. C. Johnson in 35:20. Twenty riders made the course under 1:20:00. The result is shown in the following:

ORDER OF FINISH.	NAME.	H'DICAP. MIN.	TIME.	ORDER OF FINISH.	NAME.	H'DICAP. MIN.	TIME.
1	Lewis Grimm	11	1:15:55	24	C. H. Merkel	9	1:20:15
2	J. S. Reedy	12	1:18:48	25	J. C. Wertman	12	1:20:15
3	S. T. Lucas	12	1:19:37	26	H. D. Parsons	12	1:20:15
4	F. J. Mowatt	12	1:20:13	27	G. W. Mail	10	1:21:32
5	J. R. Edwards	11	1:19:23½	28	A. Auble	10	1:22:14
6	T. C. Booth	8	1:16:55	29	A. H. Vaupel	9	1:20:19
7	P. Justinsky	9	1:18:15½	30	C. A. Krumhar	12	1:24:46
8	C. F. Story	10	1:19:21	31	Chas. Thir	7	1:19:54
9	W. Gansler	11	1:20:27	32	E. H. Glidden	12	1:20:59
10	W. Simmons	8	1:17:47	33	B. Cuddiback	12	1:17:19
11	T. W. Farrell	2	1:17:4	34	J. T. Graves	12	1:15:10
12	Geo. E. Myers	7	1:18:40	35	J. McGannon	12	1:23:56½
13	T. M. Sourbeck	10	1:20:5	36	W. K. Myers	12	1:21:4
14	Geo. Pyhper	8	1:18:8½	37	W. C. Emerick	scr.	1:21:12½
15	C. R. Riley	12	1:22:54	38	G. D. Comstock	scr.	1:14:21
16	A. Weidenkopf	11	1:21:53	39	F. G. Turner	3	1:17:31
17	C. M. Calhoun	9	1:19:59	40	C. W. Shippard	11	1:25:47
18	W. A. Bramley	9	1:19:59	41	F. Klein	10	1:24:52½
19	R. Lindmueller	6	1:17:4	42	C. G. Merrills	1	1:16:21½
20	Geo. L. Kubeck	11	1:22:0	43	C. A. Callahan	12	1:28:10
21	F. J. Baird	10	1:21:7	44	C. L. Harbaugh	5	1:21:21
22	A. J. Hirz	7	1:18:8½	45	L. C. Johnson	scr.	1:16:25
23	H. Fishell	11	1:22:5				

The Track Races.

In the afternoon about 2,000 people witnessed the track races at C. A. C. Park and enjoyed some exciting contests. E. C. Johnson, of whom so much was expected, was repeatedly beaten by his younger brother, L. C. Johnson. A. T. Brown, another rider from whom much was expected, seemed to be in bad luck. After winning a heat in the quarter-mile open, he had a collision at the start of the final and dropped out. In the lap race his wheel went back on him again. The Class B races originally upon the programme were not run, there being no entries. The last race was for the Cleveland *World* cup and represents the one-mile championship of northern Ohio.

Two protests were entered against riders who are suspected of being Class B men; they are E. C. Johnson and Geo. D. Comstock.

One-mile novice.—Jno. Micklen, first; Tom C. Booth, C. W. C., second; Chas. A. Seaman, third. Time, 2:41½.

Quarter-mile open.—L. C. Johnson, L. C. C., first; Robert E. Goetz, L. C. C., second; E. C. Johnson, L. C. C., third. Time, :36½.

One-mile, 2:40 class.—Robert E. Goetz, L. C. C., first; Geo. D. Comstock, second; B. Ellis, Oberlin, O., third; W. H. Winchester, Oberlin, O., fourth; Time, 2:59½.

One-mile, C. W. C. handicap.—L. C. Dorn, scratch, first; C. G. Merrills, 10 yards, second; C. B. Cotton, 10 yards, third. Time, 2:37½.

Half-mile open.—L. C. Johnson, L. C. C., first; E. C. Johnson, L. C. C., second; A. I. Brown, L. C. C., third. Time, 1:26¼.

Two-mile handicap.—Robt. T. Goetz, 80 yards, first; C. C. Vantyne, Findlay, O., 60 yards, second; A. B. Ellis, Oberlin, 160 yards, third. Time, 5:15.

One-mile Cuyahoga County handicap.—R. K. Updegraff, L. C. C., 90 yards first; P. T. Gilbert, 140 yards, second; A. F. Brooks, 130 yards, third. Time, 2:26½.

Three-mile lap race.—Robt. F. Goetz, L. C. C., first; C. C. Vantyne, Findlay, O., second. Time, 9:10.

Special one-mile handicap for Cleveland *World* cup.—A. T. Brooks, 130 yards, first; D. B. Cotton, 70 yards, second. Time, 2:33½.

Bliss Beaten Again.

ALAMEDA, CAL., May 30.—The Reliance Athletic Club, of Oakland, held its field today on its new grounds in this city. The bicycle track was not in as good condition as it might have been, and several accidents happened. J. P. Bliss was the cynosure of all eyes when he appeared on the track. The steep embankments of the turns scared him, but he rode around all right. However, he did not go for records, as was his intention.

The two-mile handicap, Class A, was won by G. A. Nissen, scratch, in 5:17½. The big race of the day was the one-mile, Class B. Bliss appeared in this race. Two San Jose riders attempted to pocket him, but were thwarted by Bliss, who came in fully forty feet ahead. The second heat was the fastest scratch race of the day. On the last lap Cushing, of San Jose, attempted to pass inside of Long, and both collided and were badly scratched up. Foster won in 2:41½. The final was won by Foster, who beat Bliss by a wheel's length. The two-mile handicap was won by F. Dieckman, with 175 yards. Time, 5:14½.

Boston Men in New Hampshire.

MANCHESTER, N. H., May 30.—E. A. McDuffie, J. P. Clark, C. T. Nelson were the stars at the opening of the New Varick Park today. Their presence drew a crowd of 6,000. A heavy rain made the track heavy, while a strong wind made fast time impossible. Clark was the only one of the visitors to win a race. McDuffie ran a poor third in the championship of northern New England, being beaten by two comparatively new stars.

Clark won the quarter-mile open, while "Chub" Nelson ran second in the mile open. Summaries:

One-mile novice.—H. D. Matterson, Bennington, Vt., first; Eugene Sargent, Manchester, second; W. W. Kendrick, Lynn, third. Time, 2:37½.

Quarter-mile open.—J. Clark, Boston, first; C. E. Snyder, Lowell, second; F. I. Johnson, Fitchburg, third. Time, :35.

One-mile championship of northern New England.—Hugh Robson, Salem, first; H. E. Caldwell, Manchester, second; E. A. McDuffie, third. Time, 2:42¼.

Half-mile handicap.—Fred Gillis, Fitchburg, 60 yards, first; J. Strader, Jr., Boston, 50 yards, second; Eugene Sargent, Manchester, third. Time, 1:07½.

One-mile 3:00 class.—L. A. C. Kelley, Roslindale, first; Chris Thomas, Salem second; H. D. Matterson, Bennington, Vt., third. Time, 2:55.

One-mile open.—H. Robson, Salem, first; C. T. Nelson, Springfield, second; H. E. Caldwell, Manchester, third. Time, 2:40¼.

One-mile, handicap.—E. A. Garrett, 40 yards, Danvers, Mass., first; R. W. Emerson, 105 yards, Chelsea, second; F. J. Johnson, 80 yards, third. Time, 2:25¼.

Results at Detroit.

DETROIT, MICH., May 30.—Cold, rainy day and a slippery track drew a good crowd to the races here today:

Results:

One-mile novice.—Bruce Wallace, first; Jas. Moore, second. Time, 2:46.

Quarter-mile scratch, final heat.—F. Cooper, first; Conn Baker, second; E. B. House, third. Time, :36½.

One-mile handicap.—F. Brown, first; Bernhardt, second; J. Esperon, third. Time, 2:30.

Half-mile scratch.—Cooper, first; Bernhardt, second; Rough, third. Time, 1:20.

One-mile, 2:50 class.—W. Grant, first; F. A. Joseph, second; Bernhardt, third. Time, 2:44½.

Half-mile handicap.—Cooper, scratch, first; Esperon, second; Baker, third. Time, 1:11½.

One-mile club handicap.—F. Braun, first; A. W. Straight, second; F. Joseph, third. Time, 2:32½.

One-mile, 2:20 class.—Cooper, first; Baker, second; Rough, third. Time, 2:52¾.

Two-mile handicap.—Cooper, first; Grant, second; Bernhardt, third. Time, 5:24½.

Five-mile handicap.—W. Grant, first; Shafer, second; George Grant, third. Time, 15:22.

"Riverside" Smith a Poor Third.

ASBURY PARK, N. J., May 30.—A big crowd saw the races at the Athletic grounds this afternoon, under the auspices of the Asbury Park Wheelmen. Following are the results:

One-mile novice, final heat.—John W. Hague, first; Harry Reed, second; Charles J. Foster, third. Time, 2:45½.

One-mile open, Class A, final heat.—Raymond McDonald, first; Charles Brown, second; George C. Smith, third. Time, 2:39½.

Two-third mile Asbury Park Wheelmen championship—Won by Harry H. Maddox. Time, 1:31½. W. Goodwin started, but quit after the first lap.

Half-mile open, Class A, final heat.—Raymond McDonald, first; Charles Brown, second; P. F. Goodman, third. Time, 1:13.

One-mile Monmouth County championship awarded to Harry W. Maddox, there being no other competitor.

Two-mile handicap, Class A.—H. W. Maddox, 120 yards, first; Raymond McDonald, 75 yards, second; John B. Corser, 140 yards, third. Time, 5:28½.

Bergen Point.

NEW YORK, May 30.—The athletic games and bicycle races which were run at Bergen Point, N. J., today, under the auspices of the New Jersey Athletic Club, were largely attended, and a perfect success in every way. Results:

One-mile open handicap, Class A, final heat.—J. A. Powell, first; W. H. Fearing, second; Fred Nagel, third. Time, 2:26¾.

Two-mile handicap.—Fred Shaft, 58 yards, first; W. C. Kooms, 140 yards, second; H. B. Skidmore, 130 yards, third. Time, 5:27½.

Today's was the first of a series of three meetings, the second to come on July 4, and the third on Labor Day. They always bring out all the prominent Jersey folks who live in the many towns along the line of the Central railroad, and this afternoon, perhaps, the best known guest was Rear Admiral Benham.

MINOR EVENTS.

WICHITA, KAN., May 30.—M. H. Burt won the mile handicap from scratch today in 2:30½, breaking the state competitive record. Frank Root and H. D. Higginson were second and third, respectively.

GRAND RAPIDS, MICH., May 30.—Will Evans and Frank Richmond won the open events at Comstock Park today. M. R. Potter won both of the handicaps.

PORT HURON, MICH., May 30.—A. McLeod, of Sarnia, won three of the seven races on the new track here today. The other winners were Harry Myers, Patterson, Beard, and Tudehope.

TERRE HAUTE, IND., May 30.—The Klinger brothers got first and second in the club championship, the half-mile open and the mile handicap today. Dronberg won the novice, Freers the county championship, and Wey the twelve-mile handicap.

JAMESTOWN, N. Y., May 30.—W. A. Newton rode a half in 1:09¼. At the Predergast Club's meet today, and a mile in 2:26¾. He won three races. The track was sticky and slow.

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Hartford, Conn.

MENTION THE BEARINGS

NEW YORKER IMITATES A COWBOY.

NEW YORK, May 28.—Buffalo Bill's Wild West show has opened at Ambrose Park, Brooklyn. It certainly is a grand exhibition and is wonderfully enlightening to the average New Yorker or Brooklynite who fondly glories in total ignorance of what the west really is. They have always heretofore supposed that the sun rose over the ocean a few miles east of our harbor and went to rest just beyond the Orange Mountains in New Jersey. In fact the average New Yorker is so puffed up with egotism that he greatly resembles our friend, "Chappy Chumps," as far as ambition goes to learn anything of the earth outside of Gotham.

"Chumps" is the fellow who was told that a friend was walking by on the other side of the avenue, but, although he wanted to see him, he was doomed to disappointment, simply because his energy was not sufficient to allow him to look farther than the car tracks, which were in the middle of the street. Major John M. Burke (Arizona John), who is Colonel Cody's general manager, has built an enormous rack for bicycles. It has already become quite a fad hereabouts to attend the show in parties made up from the various clubs in this vicinity.

One prominent K. C. W. member who had been to Buffalo Bill's tried to pick up his cap from the ground while riding his wheel at full speed on Bedford avenue, the other night, in imitation of the rough riders of Cody's show. The intention was all right, but the execution poor. When he had gotten his wheel going at full speed he stooped over to grab his cap from the ground. His knee came up and struck him in the nose so hard that the claret flowed in great streams from that bruised organ. Meanwhile, he was so dazed that his wheel careened over toward the left of the road into a carriage, startling the horses, which ran away. The wheel was buckled, the rider's cap lost in the shuffle, a quart of blood sacrificed, and a generally exciting time enjoyed—by the spectators. Incidentally, when the exhibition was over, the wheelman looked like a "rough rider" in more ways than one.

Elliott Burris, Racing Man.

On June 9, at the games of the New York Athletic Club, which will be held at Travers Island, on their regular grounds, there will be something to attract wheelmen in particular. The drawing attraction will be the appearance of Elliott Burris, as a competitor in the one-mile race, open to N. Y. A. C. members only. It will be Mr. Burris' first contest on the athletic track in over twenty years, and Superintendent Parker, of the League Cycle Co., is building a special chainless wheel, which Mr. Burris will ride in the race. He has never ridden in a bicycle race before, but won the first velocipede contest in this country, away back in 1869. Mr. Burris has been an active member of the N. Y. A. C. since 1868, the first few years of which time he devoted to foot racing. In his day he has held many championships, principal among which may be mentioned the American championship, at 100 yards, for four years. The very last contest Mr. Burris entered he had as his most worthy opponent Father "Bill" Curtiss, so well known as an expert trainer of successful athletes. During 1874 Mr. Burris also held the American championships at running broad jump, running high jump, and standing high jump.

Cyclists in Politics.

It is not very often that the followers of any special line of athletics take an interest in politics, but the wheelmen of this city and Brooklyn are making strong bids for better roads, which are seeming to bear fruit. There are over twenty thousand voters who ride bicycles in the twin cities, and 20,000 votes sometimes means everything to a candidate. The party promising the most in the line of road improvement can have the combined support of the cyclists, and it seems apparent at a glance that both sides will want the 20,000, so that some pretty big promises ought to be made. At the worst, some good is bound to come of it and the result will be better highways. Here is what a New Yorker in touch with the growth of New York city and Brooklyn, along their different lines say:

"The cyclists of today are a strong body of men, and they are increasing. Good roads for traveling are a necessity to these persons, just the same as low taxes and improvements are to rent payers and property owners. Cyclists, contrary to the belief of many persons, are an actual benefit to a community. They ask for and agitate the question of good roads, and when they are obtained every one shares in the benefits which are apparent to any one. Cyclists are of the independent class that seeks recreation and exercise. The need of improved roads in Brooklyn strikes home every time a man rides a wheel, and the same feeling is experienced by the wealthier class owning horses and the business men who require trucking. The wheelmen in Brooklyn are talking of organizing, and when they do they say that they will get sufficient support to cause something to drop. With the permanent reduction in the prices of good wheels there will be an addition to the existing strength of this class. The erratic stretches of only fairly good pavements and roads from the Brooklyn City Hall to Coney Island are bothering the Brooklynites, and they say that the city should construct a decent asphalt pavement to the park and a bicycle path from the park along the Ocean boulevard to the sea."

Lassoed the Wheelman.

A Metropolitan wheelman had a peculiar experience the other day while riding on Eighth avenue. It seems that Buffalo Bill's Wild West show's advent into this locality has only fanned into a flame the sparks of cow-boyism which can always be found in the breast of ye small boy. It is not unusual in the tenement district to see "de gang" encamped in the

middle of the street at midnight, seated around the camp-fire, telling stories, while the ever faithful guards are on picket duty, watching with alert eyes for the coming of a redskin. The redskin sometimes keep the boys waiting too long, in which case woe be to the Chinaman or Italian who chances to pass that way. Our friend, the Metropolitan wheelman, must have been mistaken for an Indian, Chinaman, or Italian, on a recent occasion, for he was taken entirely unaware by a gang of these urchins, who are at all times the bane of the cyclists' life. Lassoos were whirled through the air at the rider, not to speak of beets, potatoes, and other handy missiles of the New York cowboy.

Culver All Right.

The long and uncalled for and anonymous attack on Culver in a recent number of the *American Cyclist* was, to put it very mildly, in the worst of bad taste. It savors much of personal spleen. The principal fault that is found with Culver is the allegation that he dubbed himself professor. This may or may not be true. That he has been through a course of studies in physics we know. Whether it entitled him to the title we do not know, nor do we know that he gave the title to himself. It was as like as not bestowed on him by others. Culver is a good trainer, knows his business thoroughly, and among other things that entitle him to consideration is the fact that he brought out Sanger and made him what he is today. When he left for Europe with Culver he was practically an unknown. He returned champion of England, and a dangerous rival to Zimmerman. For a large part of his success he has to thank Culver. If this is reason for "roasting" him then well and good, if not the skulking writer had better leave Culver and Sandow's "pedantic" poses alone.

The Hickory Wheel Co. are selling many machines to extra heavy riders. The latest addition to this class of Hickory riders is Mr. Dechirt, of Chambersburg, Pa., who weighs 280 pounds, and who is now riding a regular Model G, weighing thirty pounds.

Triangle wheels carried off all the honors of the day in the Cleveland road race. They captured time prize, first place prize, special prize, third time prize and four other place prizes. In the track races they secured three firsts and five seconds.

A. H. Barnett, the winner of first place and time in the Irvington-Milburn, rode Palmer tires.

John F. Keator, 400 Chestnut street, Philadelphia, offers a reward of \$20 for the recovery of wheel, and conviction of the thief, who stole his '94 Victor Flyer, No 51583.

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DENVER'S TROUBLES OVER.

DENVER, COLO., May 26.—To all intents and purposes the Denver Cyclists' Union is dead, beyond any possibility of resuscitation.

The career of this organization has been marked by various ups and downs since its infancy, and now the end has come, and all because the stockholders who controlled a majority of the votes persisted, rightly and naturally, in their determination to vote their stock according to their preferences. The cycling press has contained all manner of distorted accounts of the Union's demise, and a few facts in this connection may be of interest to readers of THE BEARINGS.

It was recently discovered by a certain stockholder that the articles of incorporation were defective, and to rectify these errors a meeting of the stockholders was called for the purpose of amending the constitution so that the requirements of law would be fully complied with. The members of the Union have always been divided into two cliques, which seemed unable to agree or pull together on any undertaking.

When it became known that

The Constitution Was Defective

it seemed to the disgruntled element that an opportunity offered to oust the

old board of directors, and they attended the meeting in a body with that end in view. When they discovered that the old board had too strong a following to be broken they withdrew from the meeting, thus breaking the quorum, and making it impossible to amend the constitution or transact any business, hence the meeting adjourned.

Immediately after adjournment the old board held an impromptu meeting, and passed a voluminous resolution to the effect that inasmuch as the affairs of the Union were in such an unsettled state they would not assume the responsibility of contracts such as the running of the L. A. W. races would entail. The Union is as much in existence today as it ever was; the old officers still hold their positions, and stockholders still hold their worthless stock, but without the consent of the old board, who control a majority of the stock, the organization

Can Never Hold Another Meeting

or in any way reorganize.

This consent will probably never be given, because those who hold the balance of power believe the organization is of no benefit to cycling interests, and that a stock company is not the right kind of a concern to control cycling affairs.

"And there you are."



Put Your Name on the List
for a Handsome

BEN-HUR SOUVENIR,
Something New and Beautiful.

BEN-HUR CYCLES
ARE WORTH \$100.00.

CENTRAL CYCLE MFG. CO.,

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LOVELL DIAMOND BICYCLES.



LOVELL DIAMOND. RACER No. 17.
Weight, 19½ lbs. List \$125.00.
Made in Six Different Weights and Styles.
\$90.00 to \$125.00, LIST.

We Want Live Agents in the following States:

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CHICAGO.

MENTION THE BEARINGS

What are Points of Merit in Pneumatic Tires?

1st. An endless inner tube evenly pressing against the outer cover which completely encircles it, rendering leaks less liable to develop.

2d. Mechanically fastened, but not dependent on inflation for holding it on rim, hence not requiring that high degree of inflation necessary in tires of the Clincher type, and, therefore, more resilient, less liable to puncture and of longer life.

3d. Easily removed from the rim and punctures quickly repaired.

BUCKEYE TIRES have all the above qualities; besides, they have the best inner tubes, best valves, best fabric, and best outer covers that can be produced.

They do give perfect satisfaction, which is the proof of their excellence.

Gendron

No. 17.

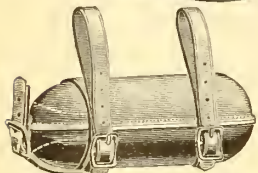
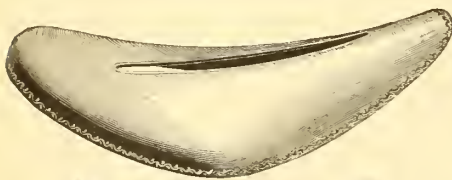
Is Satisfying its Riders.

INVESTIGATE IT.

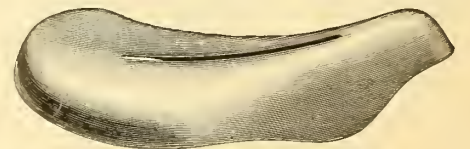
GENDRON IRON WHEEL CO.,

.....TOLEDO, OHIO.

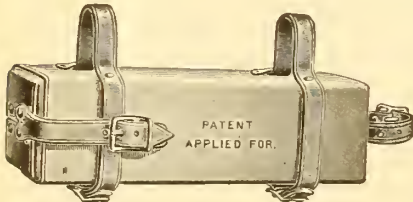
Mention The Bearings.



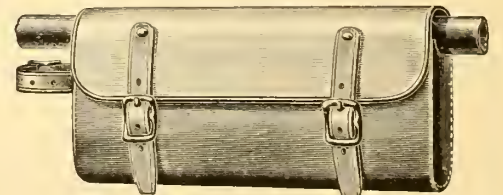
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SUPERIOR CYCLE SADDLE
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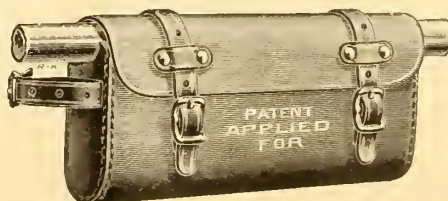
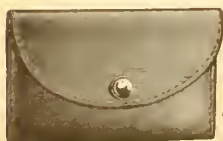
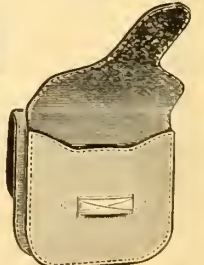
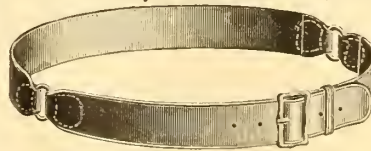
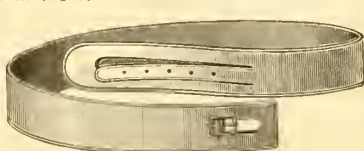
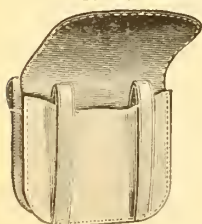


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Is the rider who pays high-grade prices for low-grade or non-reputable Bicycles. You can get the BEST ONLY when you ride

RALEIGHS

Mr. Dealer or Repairer you lose money if you don't get our net figures on sundries.

Mr. Rider, you are overlooking a bet if you fail to write for our catalogue.

RALEIGH CYCLE CO

289 WABASH AVE., CHICAGO.

2081-83 SEVENTH AVE., NEW YORK.

SAN FRANCISCO.

Zimmerman's Book on Training, 50 cents.

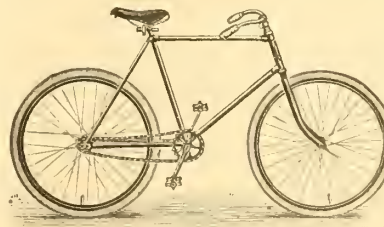
MENTION THE BEARINGS.

WARWICK

There are many points of interest about a **Warwick Bicycle**. It is strong and durable. In appearance and in fact it is the very suggestion of bicycle gracefulness. Its mechanical "make-up" necessitates this.

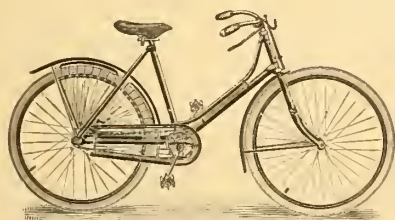
Strong, light, beautiful, swift, and liberally *guaranteed*; what more can be desired?

The whole machine speaks for itself. It is an open subject. The only mystery is how we can so strongly guarantee a



25 POUNDER, Costing only \$125.00.

We know what the Warwick is and how it is made. We dare warrant it accordingly.



The engraving represents one of our several styles. Better ask at once to see it. You will be reasonably sure to purchase. The goods which please are already half sold. **Catalogue free.**

WARWICK CYCLE MFG. CO., Springfield, Mass.

P.S. Some makers are like the man who drank mucilage by mistake—they are stuck up. Warwicks are the fulfilled suggestions of the best riders. Do you want anything better than this?

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, JUNE 1, 1894.

No. 13.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

WAITING.

There are thousands and thousands of anxious riders in this country at the present time who can hardly wait until the results of the Decoration Day races are announced. Many of them are entered, some of them being novices who are about to win their spurs, while others are old timers who are striving to add fresh leaves to their laurel wreaths.

We are as anxious as all of you, but we are forced to curb our impatience and wait. We very much regret that we have to go to press before the results are announced, but the printer has set his foot down and we will have to be content to wait one issue before we can let our readers know how the Fowler showed up on May 30.

We therefore beg the indulgence of all, and ask them to have a little of Job's comfort, patience.

OUR LADIES' WHEEL.

Mrs. J. M. Savage, of Boston, who is riding a twenty-two pound Fowler, writes: "My twenty-two pound Fowler is giving me splendid satisfaction. I have ridden it over our hills here, encountering all kinds of roads, but my wheel gives me no trouble whatever. My mileage to date is almost 1,000, including one century (more to be added soon). The wheel pushes remarkably easy (my gear 64). The position on wheel is just right, and your common sense, simple adjustments are not equalled in any other wheel."

Note particularly weight of wheel, miles ridden, high gear, easily pushed, right, graceful position, commonsense adjustments—but she rides a Fowler.

A PROGRESSIVE COMPANY.

Heath pumps, with that very sensible and practical universal coupling, supplied so fully a needed want that it caught on instantly when introduced, and in consequence the name of Heath



S. F. HEATH.

is familiar to all cyclists throughout the United States. The S. F. Heath Cycle Co. are recognized as among the most enterprising and progressive dealers in the northwest, where they enjoy a magnificent business, both in a jobbing and retail way. It is with pleasure that



F. M. WASHBURNE.

THE TRUTH presents to its army of readers the pictures of the two top-notch

hustling gentlemen who compose the company; and say to you that they have represented the Fowler from its birth. It is not amiss to say in connection with their having it how and why they took the Fowler when scores of older wheels with established reputations were offered them.

Messrs. Heath & Washburn visited our factory and saw everything. They examined every piece of material, and inspected workmanship as closely and intensely as a man who has dropped his last 12½ cent piece down a crack in the sidewalk. After our factory they went to a dozen more on the same mission. Did they come back? Read the answer in the fact that they sold more Fowlers in Minneapolis in 1893 than any other high-grade wheel, and they promise to repeat the performance in '94.

Call on the Heath Cycle Co. if you are in Minneapolis. Both gentlemen are enthusiastic cyclists, and they will be glad to see you.

THE RATIONAL COSTUME.

One of Boston's most noted and well-known lady riders, Mrs. J. M. Savage, says: "I have adopted the rational costume and find it a great help in riding, especially on windy days. It is far more comfortable at all times than skirts, no matter how they are made."

Bloomers are coming swiftly and surely. The more neat and modest the design the more quickly will they be used universally.

BUT IT'S THE FOWLER.

HILL CYCLE MFG. CO., Chicago.

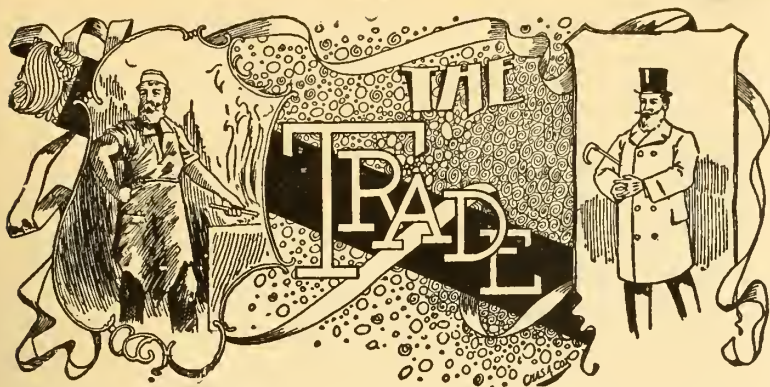
GENTLEMEN: Inclosed find check in payment of Fowler. The machine came Friday, and I immediately put it to work. Everybody admires it, while its running qualities simply capture every one who tries it. I am more than pleased with it. Yours,

W. H. STOTT.

UHRICHSVILLE, O., May 14, '94.

THERE ARE OTHERS.

J.W. Royer, Columbiana, Ohio, says: "The Fowler is indeed all you claim for it. I have ridden many wheels, but the Fowler is the finest of them all. I inclose an order for another. Please rush out with all possible haste."



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

An Authority Himself.

L. Larry Pope, who has the agency for the Reading at Rising Sun, Ohio, writes: "I would not be without the Bearings, for through it I am the cycling authority of the town."

DEATH OF H. E. GALLOWAY.

INDIANAPOLIS, IND., May 28.—Henry E. Galloway, vice-president of the Indiana Bicycle Co., and president of the Indianapolis Rubber Co., died at the Denison Hotel Friday morning from peritonitis. Mr. Galloway was a stout, hearty man, and until recently had never known a day's illness.



H. E. GALLOWAY.

He was taken ill while attending the May musical festival, one week ago Wednesday, and had to leave the concert before the programme was finished. Soon after arriving at his room he was taken with a gripping pain in his stomach and fell to the floor. A doctor was called and attended him. On Thursday morning he felt so much improved that he went to his office to work, but was soon so much worse that Dr. Combs was called and took Mr. Galloway back to his hotel. He grew rapidly worse and from that time never left his bed. Dr. Combs called two prominent physicians into consultation with him, who stayed with Mr. Galloway until his death. Mr. Galloway's brother was also here.

Henry E. Galloway was born in Northfield, Cook County, Ill., in 1862. He received his education in the common and high schools of that city. He early developed a liking for mechanics, and took a position with the Pullman Palace Car Co. He soon became foreman of his department, and was afterward taken into the office as draughtsman. He went from this company to accept a position with the Drummond Machine Co. He was made manager of the Chicago branch of the company, and afterward superintendent of the western department. From the Drummond company he went with Post & Co., of Cincinnati, and when that company dissolved, went with Kinsey & Co., of the same city, with whom he remained eight years.

At the beginning of this year he accepted the vice-presidency of the Indiana Bicycle Co., and came to this city to live. He had a large number of friends in this city, Chicago, and Cincinnati. He was known by his friends to be a man of ability, uprightness, and honesty, and surely his future looked the brightest. In his death the cycling fraternity has lost a bright and shining light.

"The Excelsior."

On another page of this issue appears a significant illustrated advertisement of the Excelsior Supply Co., of Chicago, who, while saying little, have been forging to the front with their light, strong, and beautiful Chicago-made cycle—the Excelsior. This wheel weighs twenty-seven pounds for very heavy riders, twenty-three pounds for road riders, nineteen pounds for light road and road racing, and fifteen and one-half pounds for track racing. The prices are \$125, \$135, \$150, and \$170, respectively. These machines are designed and built for highest class trade, who, while they are apt to find some points in many cycles that appeal to their liking, will at once appreciate the Excelsior as an embodiment of all these fine and desirable points into one cycle. They manufacture but one grade—the highest—and while they are modest in themselves, they are receiving the highest tokens of satisfaction from those who are riding Excelsior cycles.

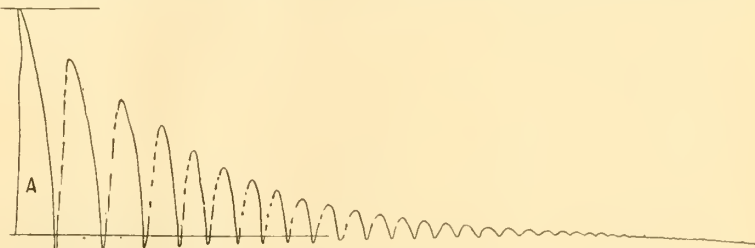
C. W. Pierce Manufacturer's Agency, Davenport, Iowa, accepts the agency for cycle houses that consign sample wheels.

SOME RESULTS FROM A RESILIOMETER.

When I designed a resiliometer in '92 to aid me in my fabric experiments, I did not think of its value as an advertising device, for I did not think the masses would care how the results were obtained, so long as they were obtained; but now that the instrument is being used in advertising, it seems likely that the public will care to know more about it, and for this reason I now attempt to give a few facts that it has pointed out to me.

It is not an easy thing to make tests of a lot of fabrics when worked up into tires, and feel that those tests are of value, for so many little details may affect the results that one is often in doubt as to what is responsible for the result; for example, a great difference exists in the quality of rubber, and when different thicknesses or different placings of the rubber occurs one can not feel certain that the result is due wholly to the fabric used. Further, when one connected with the trade attempts a scientific report, he is looked upon with suspicion, and with reason too, for it often is difficult to see results one does not look for and easy to find those one does look for, and perhaps desire. I trust that I am careful enough to see the results as they are and impartial enough to give them as they are also.

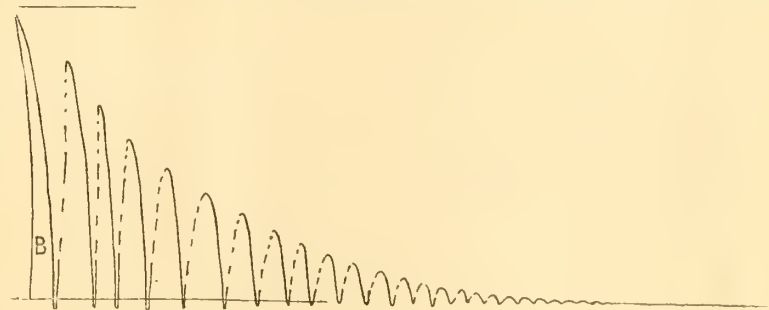
To enable skeptics to be able to decide any doubts for themselves by actual tests as I have done, I will first describe the resiliometer: My instrument consists of a T of gas pipe with its arms about two feet from tip to tip and its stem nearly six feet long. The end of the stem is provided with a



flat plate to receive the axle of the wheel to be used, and a truss of piano wire stiffens the stem so that it does not vibrate unduly. The ends of the tips are plugged with bits of tool steel which are centered to receive the points of hardened set screws. These latter are carried by the projecting arms of a couple of angle-irons of which the other arms are screwed to a wall about fourteen inches from the floor. This arrangement holds the wheel vertical while on the floor and permits it to be raised and dropped without any friction except the infinitesimal amount on the points of the set screws.

To the stem, about eighteen inches from the wall, is clamped a piece of tube, nearly as long as a lead-pencil, and with a bore to fit a pencil.

It lies horizontally and at right angles to the stem. A pencil is placed therein, and a light spring arranged to bear on its head end. At the point a box is placed so that one side rises higher than the pencil is ever lifted. Four L-shaped pieces of wire are driven into this, so as to make a slide for the record board. This latter is about two feet long by six inches wide, and when placed in the slide, may be moved lengthwise the stem, while the pencil makes marks across its face as the wheel rises and falls. A support for the end of the stem and its wheel is provided, which consists of a stick having a notch for the end of the stem to rest on and an adjusting screw in the bottom end. A stiff wire connects the support with the record board, so

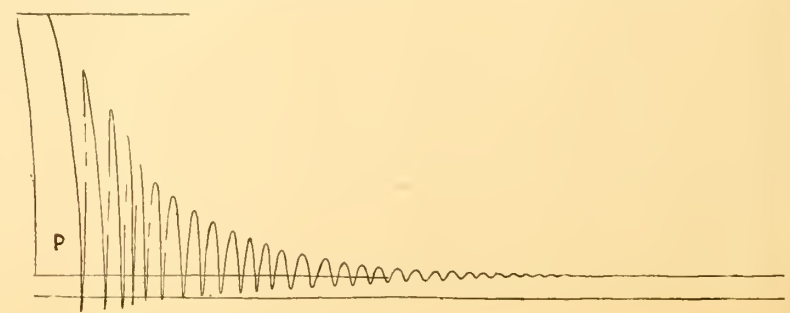
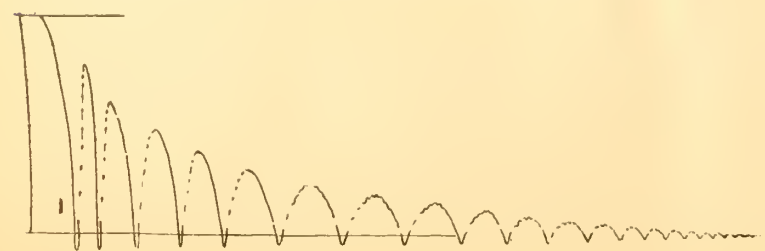
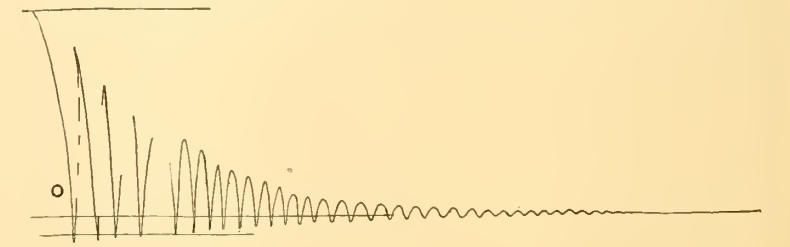
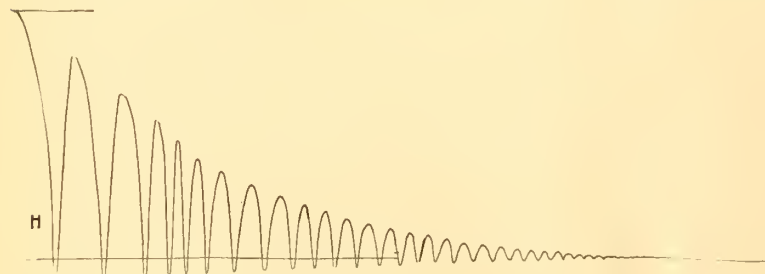
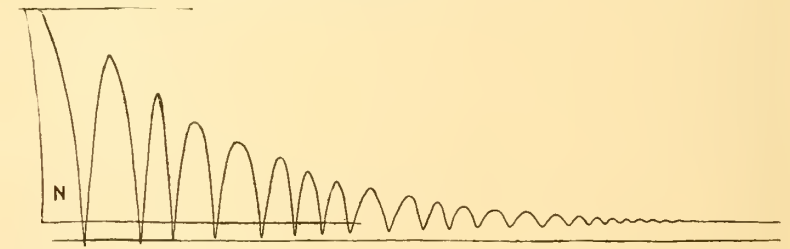
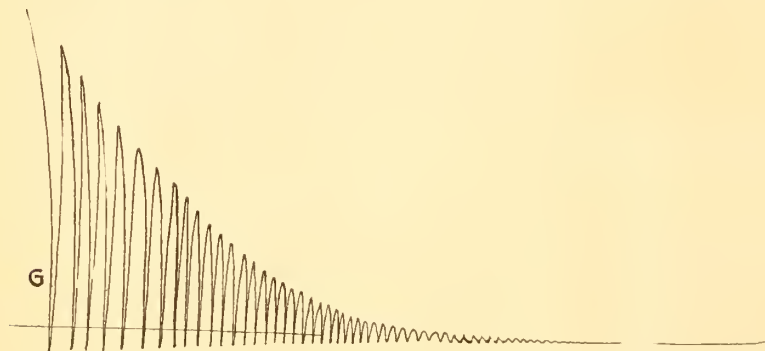
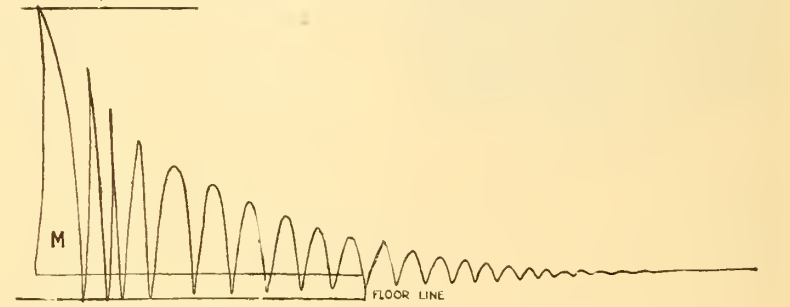
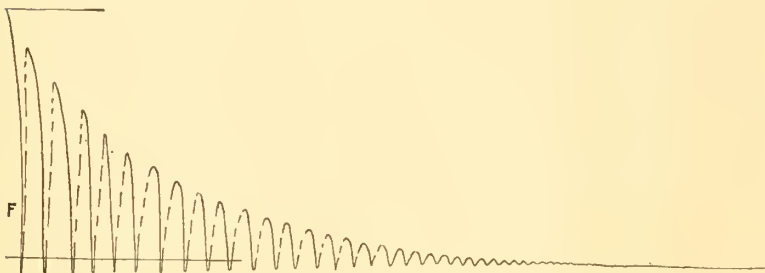
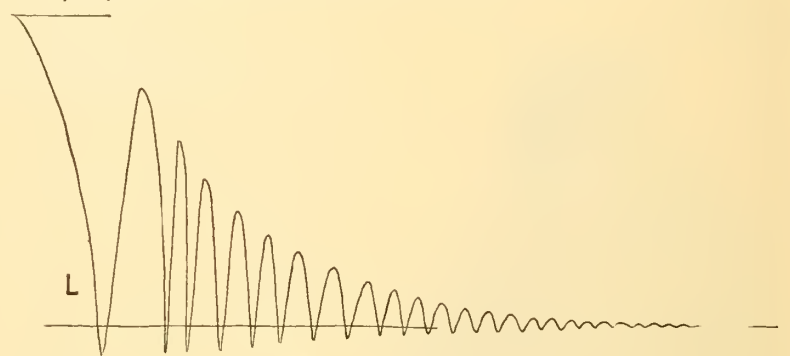
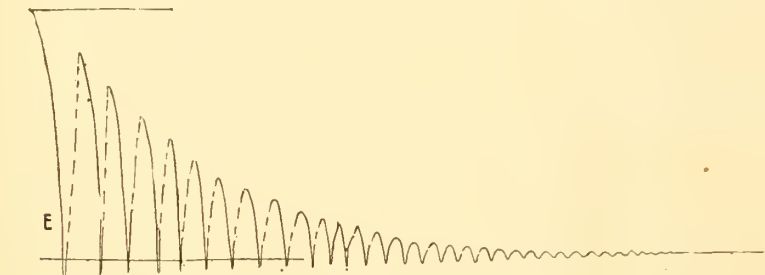
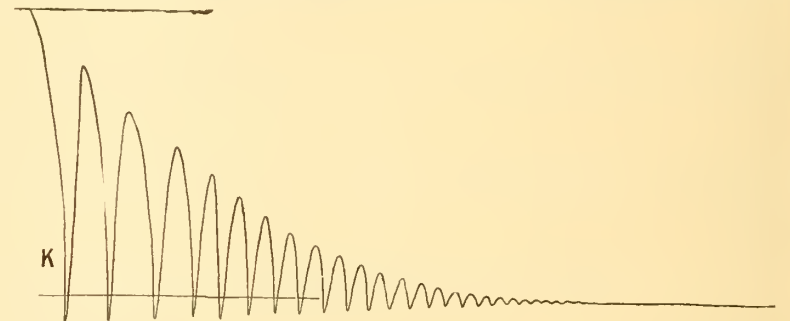
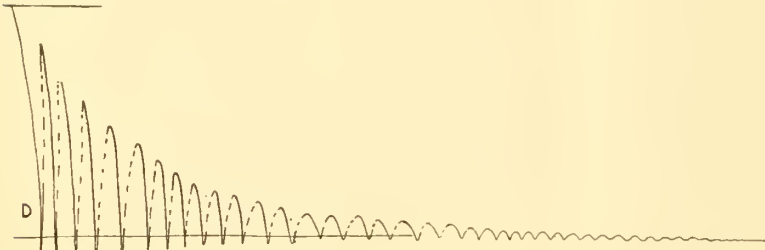
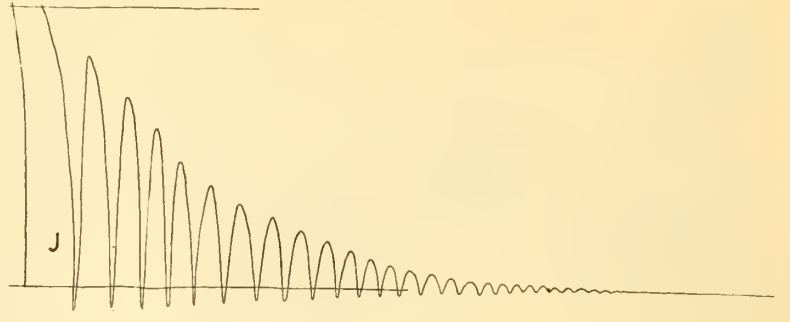
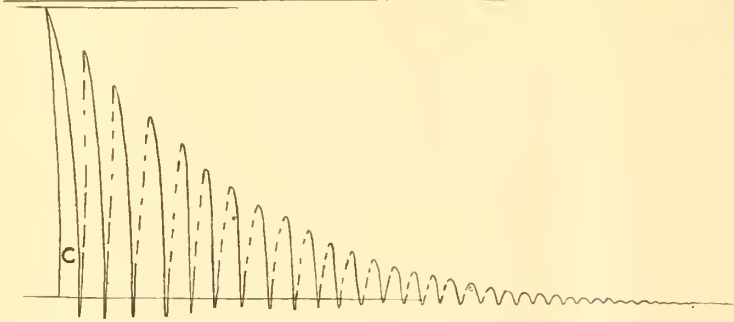


that the board is pushed at the same time the wheel is dropped, and kept moving till the wheel has quit bouncing. The fact that one can not push steadily does not matter. There will be just as many rebounds and they will be just as high as if the board was moved by clock-work; while by pushing a little faster at the close, a better chance to count the small curves is gained. The adjusting screw in the bottom of the support is to enable one to get all wheels raised to the same height, which can easily be done by adjusting it till a foot scale will just stand between the bottom of the tire and the floor.

On the record board a piece of paper is tacked and the machine is ready for a test. The record is about one-fourth actual size of the wheel movements, so it is easy to measure and compare accurately. Of course better results would obtain if the wheel bounced from a stone floor, but the comparison is fair to all as it is.

In Operation,

I slide the board when the wheel rests on the floor, and again when on the support, so as to get two parallel lines representing the normal position of the wheel and the height from which it fell. Comparison with one shows



how much the tire flattened, and with the other, how nearly it rebounded to its starting point.

By dividing the space between the lines into 100 parts, it is easy to see how many of them the first bounce contained, and so express in per cents the resiliency of the tire as compared with the theoretically perfect tire which would jump to the height from which it fell. This seems to me to be the only correct way to compare the resiliency of tires. Air-resistance, friction of pivots, and pencil are the same in each case; but if they should vary, the amount of variation would be less on a single jump than on many, and as a tire gets but one push at the pebble as it goes over it, the only correct comparison is to measure that first push. Second, there is no number of curves that can be accepted as the proper number for a theoretically perfect tire to make, so we have no way to properly compare tires by counting the number of times they jump. It is absurd to think that one tire is twice as resilient as another because it shows twice as many jump curves. Measuring the jumps proves this. The number of curves is, of course, affected by the height of the first and its followers, but the flexibility of the fabric and rubber of which the tire is made is more potent in determining whether the curves be many or few. Thus, a stiff tire will make but few curves, and will not bounce high at ordinary pressures because the fabric uses up most of the energy in bending. Inflate it harder and less chance is given the fabric to bend so the energy is expended in lifting the load, and a fair card results.

While not strictly true, it is probably near enough for practical purposes, to consider the number of curves as an indication of the comparative flexibility of the tire.

In a former article I considered fabrics under three general classes, viz.: Longitudinal, diagonal, and transverse fabrics. The two former are generally woven, but it makes little difference whether they are woven, braided, or superposed in a resiliometer test, for it is the position they occupy and the surface they depress that counts. Whether they are straight or crooked, woven or braided, has some effect on the wearing quality but little on the resiliency, as the cards will show.

Cards A and B are from high-grade tires at fifty pounds pressure, using the same wheel, air-tube and valve. The shoes are from the same factory and of the same size. A is a cotton placed so that its threads run longitudinally and transversely, and is a fair sample of the bad effects of longitudinal threads. It shows a 78 per cent bounce, and twenty-six curves. B differs in no respect that can be seen, except that it has its fabric diagonally placed. It bounces 81 per cent of the distance it fell. Three per cent may seem but little, but when it is considered that a poor tire will jump 75 per cent high, it is evident that 3 per cent is an amount quite perceptible in riding. B shows but twenty-four curves, indicating a stiffer shoe. C shows a braided fabric, diagonal threads, at forty pounds with 84 per cent resiliency and thirty-eight curves. This was lighter than the usual road tire, which accounts for a per cent or two. Diagonal threads superposed, and the same with enough warp threads to hold them together in the making, come in this class.

Cards D and E are fair specimens of the two kinds respectively at thirty pounds pressure. They have a resiliency of 83 per cent and thirty-eight and thirty-seven curves. These two are from different makers, are claimed and admitted by many to be as fine and resilient as is possible to obtain in a road tire. They may therefore be taken as fair samples of the best possible results in diagonal fabrics. Cards were taken from lighter weight tires of the same make, but outside of a gain of 1 to 2 per cent, no difference was noted.

The third class is represented by two tires, one having transverse threads on the tread, and the other consisting of transverse threads only, knotted together at intervals to keep them from separating. The former could be had only in one and one-half inch diameter, and so is not so good a card as would have resulted had it been one and three-fourths as were the other tires, but at thirty pounds it gives thirty-four curves and 84 per cent resiliency as shown in card F. Good evidence in favor of transverse threads.

Card G is from the knotted fabric and shows an immense gain over all others. Eighty-nine per cent resiliency and fifty-five curves from a heavy road tire weighing nearly three pounds is a result worth looking at. Five or 6 per cent is not only quite perceptible in riding but when it is remembered that this gain occurs at the last where gains are difficult and small as compared with their cost, it will be evident that this fabric is not only *theoretically* but *practically* right. Fifty-five curves in a thick shoe indicates a fine degree of flexibility as well. If the resiliometer teaches anything, it points out this as the most nearly perfect fabric yet offered, by great odds.

To those who may be inclined to doubt, I can only say that cards C and D were taken from tires placed on the same wheel as used in card G. That where tires had special rims and could not be applied to the test wheel, a front wheel was used so as to preserve a weight as near the test wheel as

possible. That weight does not cut a great difference anyhow, as will be seen by examining cards H and C, which were taken from the same tire with no change except adding four pounds of lead to the axle, just about doubling the weight of the wheel. A loss of three per cent in height and one curve resulted.

Most of the cards shown were taken at thirty pounds pressure, because that is a fair riding pressure, but tests were made at twenty-five, forty and fifty pounds, and when better results were obtained at the higher pressure that pressure has been used in this comparison, because it is my wish to give each class a comparison under its most favorable conditions. It may be urged that an average of each class would have been the fair way to compare, but there are so many tires in the diagonal class which depend on their constrictive action to hold themselves to the rim, that the average would not be a good showing of the value of this method of placing fabric. Most riders overlook this point in selecting a tire. They have not learned that a tire fabric can not hold the tire on the rim, and yet give as good results as if placed in the best position for riding only, and maintained on the rim by wires or other positive fastening. "You can not eat your cake and have it too," is as true today as in Mrs. Caudle's time.

To illustrate this compare cards I and B, which show a loss of 4 per cent, due to the constrictive action, although B is a linen, and probably stiffer than the cotton in I. Card J gives a more forcible illustration. It is a canvas shoe, about five ounces lighter than I, but wire fastened instead of constrictive, and shows a gain of 6 per cent in favor of the positive fastening. I and J were tested on the same wheel, and I at thirty pounds does not give quite so favorable a card as shown, so I think the under dog has had a fair show in this test. To add another proof, I took a braided tire too large for the rim, and by inflating it caused it to grip the rim. Its threads, of course, ran more nearly transversely than if it had fit properly. Card K is the result, showing 80 per cent resiliency. I then deflated the tire, and stretched it as much as I could by pulling, and inserted a light block between it and the rim at the top of the wheel. Then when inflated it gripped the rim tightly, and with threads more nearly longitudinally placed than before. Card L resulted, showing a loss of 3 per cent due to the gripping position of the threads. Now if we remember that a tire which grips the rim must be made heavier and stronger on that account, and that steel wire is stronger for weight than any fabric, it seems self-evident that the tire of the future will be wired on, both as a matter of saving weight and as a means of gaining resiliency. Another feature of considerable importance is the shape of the rim.

A deep rim holds the sides of the tire in an upright position and less free to yield and so decreases the number of curves as well as slightly affecting the resiliency. No cards are submitted to show this unless a portion of the difference between B and J be assigned to that cause.

Four cards are given to show the comparative ability to receive obstructions. In addition to the floor line and the height or support line, each card shows a line at the height of the obstruction, which in these tests are round and of one inch diameter. M and N are woven fabrics and show two curves below the floor line, indicating that the tire completely received the obstacle twice and got some bearing from the floor. As a tire which does not receive easily can not be propelled easily on rough roads, it seems evident that woven fabrics should be avoided in road tires. O shows diagonal threads and a complete reception of the obstacle four times, a decided gain over the woven. P shows six complete receptions below the floor line, the first of which is nearly twice as deep as in O, and more than twice as deep as the other two, large evidence again in favor of the knotted transverse threads. The height of the rebounds is misleading as tests of resiliency in this case, for the poorer fabrics rebound most fully from the obstacle. A comparison of each, with its record from the floor, gives a basis that seems correct. The tire that increases its jump least is the tire that will ride most comfortably, and with least jolt. Compare M with A and we find 2 per cent increase caused by the obstacle. O with D shows no difference. P compared with G shows no increase, but on the contrary shows a decrease of 9 per cent. To state it differently there is more than four times as much difference in receptive ability between G and D as between D and A. The curves below the floor line do not show this difference in this proportion because the curved surface of the tire presents a rapidly increasing area to the floor as the tire flattens. To sum up, the cards show that G is 6 per cent more resilient and four times as receptive as the best tire with which it was compared, although some ounces heavier. Further argument should not be necessary so I will close for the present. If any one finds serious holes in the deduction from these tests, I will be pleased to hear from them. As to the cards themselves, they are duplicated each time by turning the board end for end and getting another record. Any error would appear in one of the records I think.

[The foregoing article was submitted for publication by Charles E. Duryea, but for reasons, which will be explained later, it was decided not to use it. A little late Mr. Duryea was a caller at THE BEARINGS office and

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

OUR CYCLISTS DICTIONARY-
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.

MORGAN & WRIGHT
CHICAGO

the matter of the article came up. The editor explained to Mr. Duryea that while the article was, in a way, instructive, that it did not show conclusively that any one tire tested was better as an all-around tire than any other, although the casual reader might be led to believe that such was the case, and that the article could not be printed without being accompanied by criticisms. Mr. Duryea expressed his willingness to allow the criticisms to accompany the article, and the two, therefore, are given for what they are worth.

The fact that one tire will bounce higher than another under such a test as that used by Mr. Duryea or that used by the Overman Wheel Company, with their resiliometer, does not prove that the tire is an easier riding tire. It does prove that it is resilient, but so is a marble. This fact may be proven by dropping a glass marble on a slab of glass. The height to which the marble will bounce will be greater and the number of times that it will bounce will be more than in the case of any tire inflated at any pressure.

The riding pressure of different tires is different, and unless all the tires tested were tested at their actual best riding pressure the tests would lose much of their value. The tires were most of them tested at one pressure, and that pressure was ascertained, as Mr. Duryea admitted, by a pump indicator, which had the resistance of the valves of the various tires to overcome. A fairer test, if all pressure was to be the same, was to have it (the pressure) open-air pressure.

There is another question that Mr. Duryea does not consider at all in his paper, and which could not be indicated by a cyclometer. That is the capacity of tires to convey power. It is a well-known fact that a tire pumped hard is faster on a smooth road or track, than one not so hard. This is owing, principally, to the fact that the fabric of the tire under pressure has better transmitting powers. This, merely, by way of illustration. Some fabrics have greater transmitting power than others, and the speed of a tire has very much to do with its value to all riders. Other things being equal, a fast tire will get a rider over a given amount of space with less exertion than a slow tire, and a certain amount of resiliency in a tire may be offset by its lack of transmitting power.

In view of these facts it will be seen that Mr. Duryea's experiments, aside from giving us some interesting information on the resiliency and receptive power of tires made with different fabrics, does not convey any definite information.]

FABRIC.	FASTENING.	POUNDS PRESSURE.	PER CENT REBOUND.	NUMBER OF CURVES.
A Square cotton	Wire	50	78	26
B Diagonal linen	Wire	50	81	24
C Braided diagonal thread	Cemented	40	84	31
D Diagonal threads	Cemented	30	83	33
E Diagonal thread with warp	Cemented	30	83	37
F Transverse thread	Clincher	30	84	34
G Net	Wire	30	89	55

FABRIC.	FASTENING.	POUNDS PRESSURE.	PER CENT REBOUND.	NUMBER OF CURVES.
H Braided	Cemented	40	81	27
I Diagonal canvas	Constrictive	50	77	25
J Diagonal canvas	Wire	30	83	27
K Braided fabric loose	Cemented	30	80	25
L Braided fabric taut	Cemented	30	77	26
*M Square cotton	Wire	30	80	23
*N Diagonal canvas	Wire	30	80	22
†O Diagonal thread	Wire	30	83	38
‡P Net	Wire	30	80	31

*From one inch round bar, two curves below floor line.

†From one inch round bar, four curves below floor line.

‡From one inch round bar, six curves below floor line.

Trade Changes.

FORT WAYNE, IND.—A. B. White, bicycles, etc.; reported as having recorded deed for \$2,500.

SPRINGFIELD, MASS.—Henry G. Brown, manufacturer of bicycle saddles, bags, etc.; reported to have placed chattel mortgage on record for \$2,000.

MILWAUKEE, WIS.—Milwaukee Bicycle Company incorporated.

ELGIN, ILL.—Fred Haseman, sewing machines; succeeded by Haseman & Kennedy; will probably take up bicycles.

BARRIE, ONT.—McAllister, Story & Co.; hardware and bicycles; dissolution reported.

CHICAGO, ILL.—Barr Tailoring Co., manufacturing bicycle clothing, caps, etc.; incorporated; capital stock, \$5,000.

RICHLAND CENTER, WIS.—Chandler & Spiedel, hardware; will take up bicycles, new firm consisting of E. M. Chandler and S. D. Spiedel.

CLATIN, KAN.—W. B. Norris, hardware, bicycles, etc.; succeeded by G. A. Dusenberry.

NEW YORK, N. Y.—Newhall & Phipps Co., incorporated by H. B. Newhall and others, with capital stock of \$40,000. The company will manufacture hardware, and

may give attention to bicycles later on. WEST CONCORD, MINN.—W. T. Wilson & Co., hardware, succeeded by C. N. Webb, who will probably take up bicycles.

WINCHESTER, TENN.—Carmack & Stadler, hardware; succeeded by Minor & Sprague, who want agency for good bicycles.

YOUNGSTOWN, OHIO.—Thomas E. Davey, secretary Chamber of Commerce, is negotiating for the establishment of a bicycle factory.

HOLYOKE, MASS.—The Keating Wheel Co. is now in operation, turning out from twenty-five to forty wheels per day.

In our report of May 19, through error of operator, the figures of another company were inadvertently substituted for those that should have appeared in the annual statement of the John P. Lovell Arms Co. The paragraph should read as follows:

Fixed capital, \$125,000; assets, cash and debts receivable, \$162,251; manufactures and merchandise, \$248,500; total, \$410,751; liabilities, capital stock, \$125,000; debts, \$271,871; reserve for depreciation, \$13,879; total, \$410,751.

Albert Mott, chairman of the transportation committee of the L. A. W., and chief consul of Maryland, has purchased and will, with his wife "Margery," ride a Rambler tandem. These interesting "tandemites" rode over fifteen hundred miles during 1893 on a heavy tandem, and expect to double this distance in 1894 on the lighter machine.

The West Side Auction House Co., 209-211 West Madison street, Chicago, announce the largest sale of bicycles on record. They have between three and four thousand '93 and '94 high-grade bicycles, which they will sell at auction on a date to be announced later.

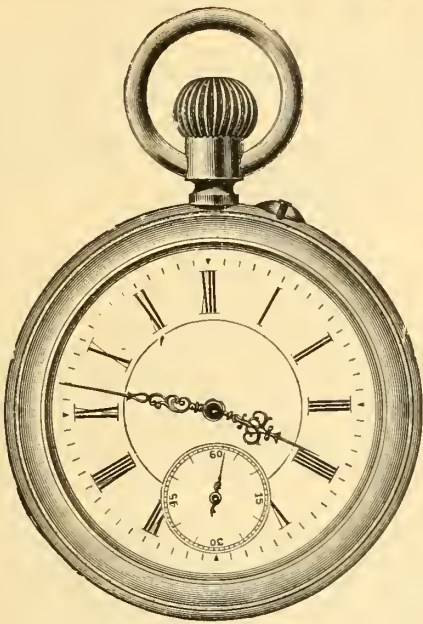


RIDERS OF THE CRYPTO BICYCLE

Can take their leisure while others are cleaving their wheels and clothing. It's construction is such that it throws comparatively no dirt whatever on the rider. For long distance riding over muddy or uneven roads it is miles ahead of any other machine. RIDES EASILY, RUNS EASILY, STEERS EASILY. Before you purchase write for our elegant catalogue..

THE MCINTOSH-HUNTINGTON CO., Cleveland, Ohio.

THE BEARINGS
Cycling Automobiles



... WATCH ...

This Space Next Week, and it will inform
you what the

Triangle Wheels

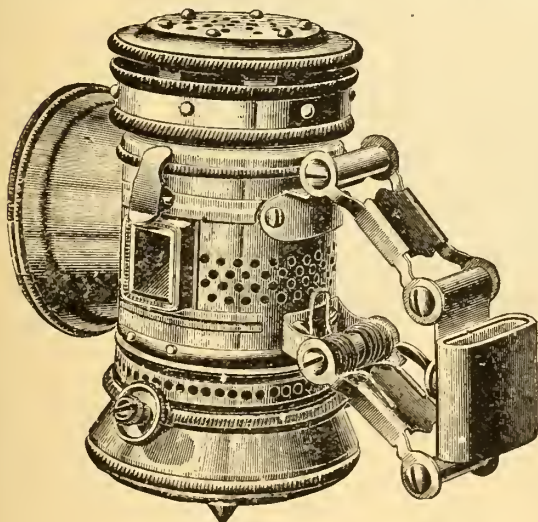
did for their Riders in the

DECORATION DAY
ROAD RACES...

THE PEERLESS MFG. CO., Cleveland, O.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast. THE SELTZER-KLAHR
HDW. CO., 535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania, and New Jersey.

MENTION THE BEARINGS



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction ...

he only FIRST-CLASS Bicycle Lamp.

BRIDGEPORT BRASS CO.,

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19 Murray Street,

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Have you seen the

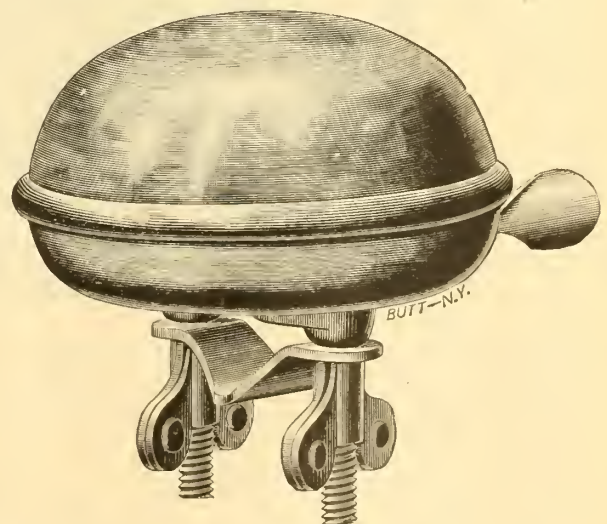
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Indispensable to all dealers in supplies.



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...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES.

THE EAGLE'S NEST.

Whenever you see a handsome bicycle built on rakish lines, and fitted with a shining pair of aluminum rims, you do not have to study long to find out what wheel it is; you naturally think of the Eagle. This machine has wormed its way into the public's favor in a way that is a wonder. A better bicycle than the Eagle has yet to be placed on the market. It is fast and it is handsome. It is also substantial. What more could one desire in a wheel? The Eagle company are doing better than ever this year, and the way the Eagles are being shipped out of Torrington, Conn., ought to make an express company rich. The huge factory is rushed to its fullest capacity. One hundred men are employed, and they do not have an idle moment. The factory is four stories high, each floor being 300 x 50 feet. There is also a wing 150 feet deep.

The Eagle Bicycle Mfg. Co. first started in business at Stamford, Conn., and devoted their attention to building the Eagle ordinary, a handsome machine with the small wheel in front. As the safety forced these machines to take a back seat, they then turned to the dwarf, and immediately set a hot pace in the manufacture of the modern machine. This gait they have not abated one jot, and today they are not afraid to compare wheels with any one.

The tubing in the Eagle is cold swaged, an invention of the Eagle company. The metal in its cold state is condensed or compressed, improving the grain or fiber, and rendering it many degrees tougher. Their famous

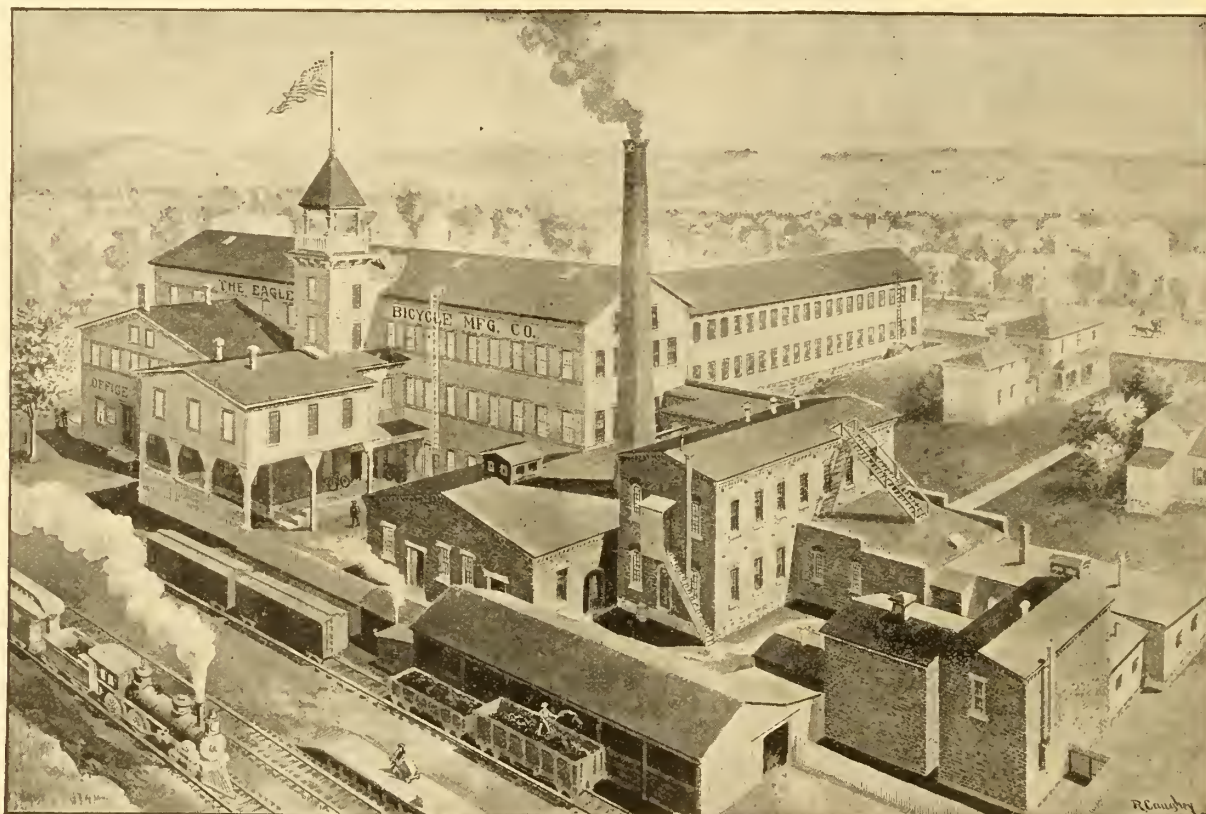
The wheels, while they are featherweights, are very strong. The hub is used are of the best Bessemer steel, drop forged and fitted with tangent spokes of high quality and warranted to stand tremendous tensile strain. These are butted at both ends. The Eagle is spoked thickly and strongly, forty to rear, thirty-two to front.

Realizing that up to a certain point a narrow tread is an advantage the Eagle people have improved their machines in this direction, and to a point which will meet with general approval. The adjustments are positive, neat, simple, and reliable.

The Eagle company is incorporated, and has a paid in capital of \$100,000. A. F. Migeon is president; E. Turner, vice-president; C. S. Dikeman, secretary; E. S. Walsh, treasurer. The company was incorporated in 1888.

It Was Tough on MacDonald.

Will C. MacDonald was the Phoenix Cycling Club's dark horse for the Chicago road race. He had been training with some of the best men in the city, and was able to hold any of them. Not only this, but he had shown his ability to run away from not a few. By some mischance he was overlooked by the handicapper and got a 7 minutes 30 seconds handicap. He had negotiated the course without pacemakers in 57 minutes, and had covered the distance with one of the scratch men in a trifle under 55 minutes. He was looked on as a sure winner by his clubmates and was backed by



aluminum rims have also helped to make the Eagle a favorite. The makers are not hoggish, and are willing to let other manufacturers into a good thing, and are consequently doing a large business in rims. Orders have been received from England, Russia, France, Germany, and Denmark, for them.

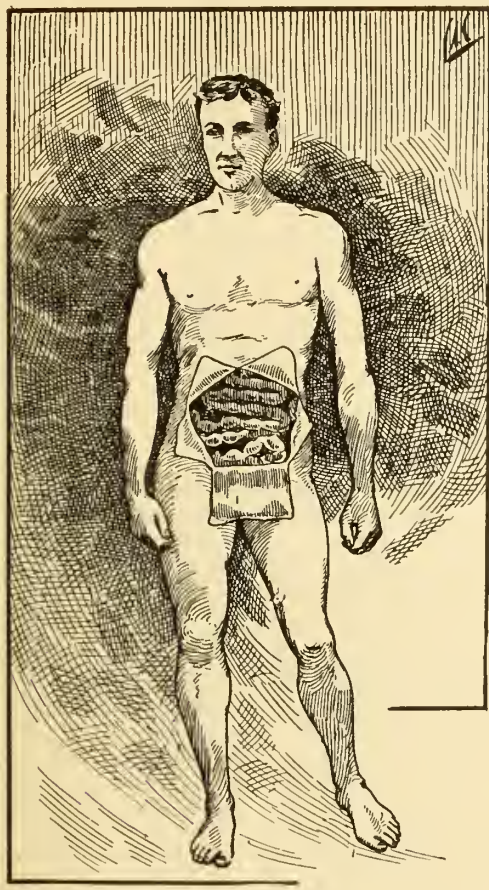
The '94 Eagles.

A careful study of the Eagle company's '94 designs, taken collectively or in detail, will cause the immediate observation that neither in general outline nor in minute mechanical effect are their patterns copies of this or that once popular type. They are nothing if not original. Their machines are designed simply but perfectly—remain sold, and to give every satisfaction both to agent and purchaser. The head of these machines is ten and a half inches long and well proportioned, with no bearing parts turned out of the frame forgings, but each separate tool-steel bearing instantly removable. The frame is nicely hung, and adds much to the sure and steady action of the machine. The frame is deep from crank shaft to seat post (twenty-four inches, two inches deeper than 1893 design). They also furnish lower frames to suit short-limbed riders. The front sprocket is placed well in advance of the rear wheel (fifteen inches, center to center) and while perfect proportions are retained they are thus enabled to use a longer chain which tends greatly to ease of running. All joints are carefully re-enforced with short pieces of cold-swaged tubes, preventing any possibility of breakage. The seat post is solid, held in position by a set-bolt, allowing instant and easy change of reach instead of the common struggle with tarnished tube posts and ill-fitting clamps. The Eagle company were the first to introduce a cold-swaged fork side, and during the season of 1893 used successfully twenty gauge fork sides on all road mounts, which is as light as has heretofore been put into track racers.

them to a considerable extent. The only competitors he had to fear were two or three men on the 7-minute mark, but he felt sure that he could keep away from them, and the results showed that he was not mistaken.

He set a killing pace from the very start and before a mile had been passed was clear of all the men who started on the same mark with him, and was rapidly overtaking the 8-minute men. At the corner of Kenmore and Grand avenues he was twelfth man and had gained a few seconds on the dangerous 7-minute men. As he turned the corner for home he had only one man to catch—the only limit man, who was fast dying, and had a lead of only 45 seconds—and was a full minute ahead of the nearest 7-minute men, a clear gain of 30 seconds.

As he turned the corner of Grand and Kenmore avenues on the return he was nearly a minute ahead of the nearest man. A number of his clubmates who were there cheered him wildly. The pace had been a hot one, however, and two of the 7-minute men had gained a little of their lost time, and were second and third, riding together and pacing each other. All went well with Mac until he turned into the rough pavement on Evanston avenue, when, without the least warning, the wood rim of his hind wheel began to go to pieces. At first he merely noticed that the wheel was away out of true, and naturally thought that he had broken some spokes. Finally, however, it got so bad that it would not pass the frame, and Mac, discovering that the rim was hopelessly split, abandoned the wheel and tried to find another on which to finish. While he was still begging from some of the bystanders the loan of one of their machines, the 7-minute men passed him, and soon after them a host of others. Mac then lost his head and vented his rage on the wheel, executing a skirt dance on the offending rim, and completely wrecking a brand new machine. He vows that he will ride aluminum rims in the future.



The Inner Tubes of man are Vital Points

Likewise the inner tubes of bicycle tires. Life would be uncertain, should human inner tubes contain adulteration, and so made as to crack, and burst along the edges. You have experienced much trouble of this kind with the inner tubes of many tires, but none from those made by the **Eastern Rubber Mfg. Co.**, and fitted in all the

PEASE, CYCLONE, REX, AND CLIMAX PNEUMATIC TIRES

of their manufacture. **Eastern Rubber Mfg. Co.'s** tubes float in water and are absolutely pure, and each one bears their name. No other manufacturer so acknowledges the tubes of their make.

.....

Write for samples and prices. Should you want a medium Road Cemented Tire buy the **CLIMAX**. Should you want a Light Road Cemented Tire buy the **REX**. Should you want the best Clincher Tire buy the **CYCLONE**. Should you want the best combination tire buy the **PEASE**. You should send at once for samples and prices of Pease tires. They will surprise you. This tire is of the clincher pattern but can be taken off and put on easier than any other tire on the market. No matter how you may mash the rim yet the tire is easy to operate in case of puncture. Write us for best prices and circulars.

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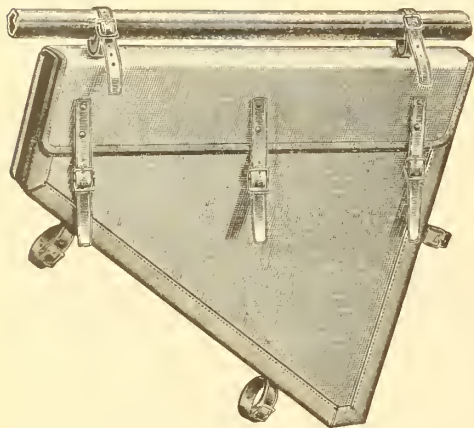
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Mention The Bearings.

Warren's Luggage Carrier.



This is a little larger and sells for \$3. The No. 3 is the same style and size as No. 2, only made of macintosh cloth, price, \$4.

Something for the Ladies.

Hopps' bicycle skirt supporter is a novelty which will certainly be appreciated by the ladies. It is of unusual merit, and is made to hold a ladies' skirt in place and prevent it from becoming entangled in the wheel, as is very often the case. It is something entirely new, nothing of the kind having ever been put on the market before. It is very simple and practical, all parts being adjustable, and provided with a patent clasp which can not become unfastened. It is also easily attached, there being at one end a loop to slip over the instep. The clasp at the other end is fastened to the skirt.

A Kodak Testimonial.

In a recent letter to the Eastman Kodak Co., of Rochester, N. Y., Messrs. Allen and Sachtleben, the globe girdlers, write: "The kodak was carried over our shoulders on a bicycle journey of 15,044 miles, a feat that would have been impossible with an ordinary hand camera and the necessary supply of glass plates. We secured some two thousand five hundred unique and valuable photographs with the kodak on our route through the interior countries of the Asiatic continent—Asia Minor, Persia, Turkestan, and China—and have no hesitation in saying that the photographic success of our journey was due largely to the excellence of that instrument."

Lemont & Whittemore's Road Race.

Now that road races seem to be all the go, every city of any prominence whatever has to have one. For a small road race Lemont & Whittemore, of Worcester, Mass., will probably have one of the best of the year. It will be a ten-mile event, over a splendid course. There are over \$400 worth of prizes, the list being headed by a Keating bicycle. The time prize will be a \$50 diamond ring. Henry Goodman will handicap. The entries close June 2.

A New Providence Tire.

The Providence Tire Co. placed on the market May 1 a new tire laced the entire length. Some of the crack riders are using them and say it is the finest tire they ever rode. It is very light, a 28x11 1/2 inch tire, weighing but two and one-quarter pounds to the pair, and guaranteed for the road; and second to none for life. It is very easily repaired, being laced in sections to enable the repairer to get at any part of the tire. The valve is another new feature, requiring but a 5-16 inch hole in the rim, and has a positive shut-off. Although this tire has been on the market only a short time it has been impossible to fill the orders which are pouring in on them promptly. On account of the great demand they have been obliged to double their forces, and are now in a position to fill all orders as they come in.

As Viewed by an Outsider.

The *Theatrical Record* of Indianapolis, recently devoted a column to a description of the Indiana Bicycle Co.'s works. Coming, as it did, without any solicitation from a paper in nowise interested in the bicycle trade, and which never even carried a bicycle ad, but whose editor is an old and well posted wheelman, who is enthusiastically pushing the pedals of a Waverley every day, it naturally carries weight. The writer, in his introduction says: "It is a very rare thing for the writer to take up his pen in behalf of any special industry. However, we have heard so much of the Indiana Bicycle Co. that we have decided to visit the factory and, if possible, obtain admission to the various departments in order to form some idea of the method of building bicycles, as well as the size of the plant, and we must say, that although we expected to find a large concern, we were completely surprised at the tremendous proportions of this plant. We expected to go through the institution in an hour's time, and while we did virtually walk through it in about that length of time it would take us, at least, two days to try to inspect it in the way we had intended when we started out."

There is no lock sold in America that has caught the public fancy more than the Irene, made by W. H. Dieffenbacher & Co., of 154 Lake street, Chicago. In letters received from prominent jobbers, many of them write, "They sell at sight."

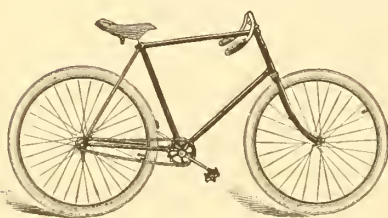
VICTORY for the TRIBUNE

MARYLAND STATE RECORD FOR 24 HOURS

BROKEN

By Elmer C. Davis on a 23-lb. TRIBUNE.

THROUGH MUD AND RAIN.



240 Miles in 15 Hours Actual Riding Time.

THE CYCLOIDAL SPROCKET TELLS.

IF YOU WOULD WIN, RIDE A TRIBUNE.

THE BLACK MFG. CO., ERIE, PA.

Write for Catalogue and Agency.

Mention The Bearings

THE
Vol IX
No 19



THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JUNE 8, 1894.

'Twas Good Racing.

Sanger, Johnson, Bald, Callahan, and Other Cracks, Meet at Troy—Johnson Defeats the Milwaukeean.

TROY, N. Y., June 4.—The great men of cycling did not come together in any of the open races at the Troy Bicycle Club's race meet today. It was a clever piece of team work all around and all got a satisfactory number of wins, so what matters it, anyway.

Rain fell for a week steadily on the track at Rensselaer Park, where the races were held, compelling the abandonment of the Cohoes Wheelmen's meet on the same track last Saturday. The sun consented to shine on Troy and Oscar A. Green, promoter of the meet, was happy indeed. Two hours sufficed to turn a sea of mud into a passable track, as will be seen by the summaries and times made.

Over three thousand people were present, half the number being right on the track. These were the dead beats and inevitable fresh lot of kids. They swayed forward and backward, and ran all over the track at the slightest provocation. It was the most unruly mob ever seen, and the poor Chicago police that ran things at the Chicago race meet were far and above the three lone Troy men, who only "tried" to put the crowd back, petting instead of clubbing it.

The races were run promptly enough and a programme of ten events was quickly gotten out of the way.

In the final of the Class B half-mile dash, Murphy set out at a lively gait from the pistol crack. Sanger took a place at the rear end of the procession of seven. Into the homestretch he made his sprint and overtaking Murphy 100 yards from home, also pulled Watson Coleman by,

Bald Coming Like a Whirlwind

into fourth place. Harry Arnold, C. H. Callahan, C. F. Miller, Tyler, and Maddox were in the bunch that finished close up on the leaders.

Johnson appeared for the Class B mile handicap, and, with Sanger, occupied the scratch mark. Bald had 20 yards, Titus and Arnold, 40 yards, and A. D. Kennedy 60 yards. Bald quickly picked up the 60-yard and 40-yard men as they closed in on 80-yard Coleman. Sanger said before the race that Johnson would not set pace, and that he would make it a race, if he had to do all of the donkey work. Johnnie simply fell in behind, and with fine riding Sanger was in the rear of the bunch at five-eighths of a mile, Johnnie stayed behind, and Sanger made the going, sprinting at the quarter and nearly overhauling the leaders 100 yards from home. Here Johnson came out from behind and won third, Coleman being first, hard pushed by Kennedy. The mile was made by the scratch men in 2:21.

The second half-mile dash was likewise won by Sanger, who looked down on "Yellow Fellow" Charlie as he vainly tried to pass, while Titus beat Bald out for third place, and Tyler ran fifth.

Then Sanger, Johnson, and Murphy concluded they had had all the fun they wanted, and they dressed up, leaving the mile Class B to be fought out by Tyler, Kennedy, Bald, Coleman, and Titus, who ran a close race in the order named, Kennedy digging manfully for first and losing by only half a length, while Bald was a few feet only to the bad.

The half-mile handicap Class B had Titus on the twenty-five yard mark as back marker. He ran fourth, Watson Coleman scoring again from 50 yards, E. F. Miller 60 yards, squeezing out a second, and Kennedy running Titus out for third.

Jenny a Good Rider.

In the Class A events honor goes to F. J. Jenny, of Utica, a handsome, large, level-headed and very spirited rider, in a bright colored suit. This man is a worthy candidate for Class B. Helfert, his club mate in the Utica Cycling Club, rides well. He trailed Jenny in the mile handicap and out-sprinted him. "Riverside" Smith captured a heat of the half-mile dash, and H. R. Steenson went through the day without a fall. He rode well at that, and showed signs of improvement over last year.

It was all Class A men that fell, and somehow it was the "Yellow Fellow's" luck to be in the midst of every scrimmage. The "Yellow Fellow" tent, directly opposite the grand stand, prominently labeled, attracted considerable attention.

The Summary:

One-mile novice.—George E. J. Wiley, Albany, first; H. W. Waller, Troy, second; Arthur Cardell, Albany, third. Time, 2:50½.

One-half-mile dash, Class B, first heat.—H. C. Tyler, first; E. C. Bald, second; E. F. Miller, third; C. M. Murphy, fourth. Time, 1:31.

Second heat.—W. Coleman, H. B. Arnold, W. C. Sanger, C. H. Callahan. Qualified without riding.

Final heat.—W. C. Sanger, first; W. Coleman, second; C. M. Murphy, third; E. C. Bald, fourth. Time, 1:16½.

One-half-mile, Class A, first heat.—F. J. Jenny, Utica, first; M. J. Higgins, Albany, second; H. R. Steenson, third; B. Zalamea, Bogota, fourth. Time, 1:17½.

Second heat.—G. C. Smith, first; W. J. Helfert, second; O. H. Munro, third; A. S. Lee, fourth. Time 1:21.

Final heat.—F. J. Jenny, first; H. R. Steenson, second; W. J. Helfert, third; G. C. Smith, fourth. Time, 1:13.

One-mile Troy Bicycle Club championship.—H. W. Waller, first; E. L. Horner, second; C. Frank Stevens, third. Time, 3:25½.

One-mile handicap, Class B.—Watson Coleman, 80 yards, first; A. D. Kennedy, Jr., 60 yards, second; J. S. Johnson, scratch, third; W. C. Sanger, scratch, fourth. Time 2:20½.

One-half-mile dash, Class B.—W. C. Sanger, first; C. M. Murphy, second; F. J. Titus, third; E. C. Bald, fourth; H. C. Tyler, fifth. Time, 1:16½.

One and one-half miles, E. N. Y. Cycling League championship.—M. J. Higgins, first; W. S. Burke, second; C. T. Earle, third. Time, 4:12.

One-mile open, Class B.—H. C. Tyler, first; A. D. Kennedy, second; E. C. Bald, third; W. Coleman, fourth; F. J. Titus, fifth; C. M. Murphy, sixth. Time, 2:42½.

One-mile handicap, Class A, final heat.—W. J. Helfert, 70 yards, first; F. J. Jenny, 50 yards, second; C. T. Earle, 120 yards, third. Time, 2:21.

One-mile handicap, Class B.—W. Coleman, 50 yards, first; E. F. Miller, 60 yards, second; A. D. Kennedy, 85 yards, third; F. J. Titus, 25 yards, fourth. Time 1:08½.

CALIFORNIA RACING GOSSIP.

SAN FRANCISCO, May 27.—The Rambler team, which is now composed of Bliss, Zeigler, Foster, "Bob" Terrill, Wells, and Long, has been kept at Stockton for several weeks, and has been working on the half-mile track of the Oak Leaf Wheelmen. The riders have created a new set of figures in the coast record table for nearly all distances up to twenty-three miles against time. Zeigler got the standing quarter down to :30½, the mile to 2:13½; Foster did a flying quarter in :29½, and a mile in 2:09½; Wells rode 22 miles, 1,003 yards, and 2½ feet in 1:00:00, and Long has several times ridden an eighth in :16½. Bob Terrill made five miles in 2:13:29½.

California has many fast men who need only proper training to bring out their speed. Given the attention that men are in the east the coast men will be right in line with the fastest.

The League meet of the northern California division was to have been held at the Midwinter Failure track on the 26th, but that morning it was announced that they would be postponed for one week. The management of cycling at the fair has been anything but a shining success. Where the fault lies no one seems to know. Geo. P. Wetmore is blamed by many, as he was supposed to have charge of the sport. It is safe to say that had he been in full power the races there could have been a success, for Wetmore is no novice as a race-meet promoter, and has successfully engineered several tournaments for the B. C. W. It could not be learned why the League meet was postponed, whether on account of the weather or the fear that the prizes would not be forthcoming. It is claimed that the fair has nearly \$200,000 to the good, and could have given nice prizes, but those which were finally secured for the races on the 19th, after much trouble, were anything but satisfactory to the racing men. The northern California division seems to be growing weak from age. It is said that one of the leading clubs here will shortly resign from the L. A. W.

Oscar Osen, of the San Jose Road Club, has made a good road record from San Francisco to San Diego, a distance of 641 miles. On his first attempt he was obliged to abandon the trip by rain, near San Luis Obispo. He started again on the 20th, and made the ride in 3 days 19 hours and 10 minutes. He rode 220 miles the first day, and 168 the last day, from Los Angeles to San Diego. He had some very hilly and heavy roads, and certainly made a fine showing. Osen is now training for track work, and expects to show up well.

WON BY A YOUNGSTER.

Horace Rumsey Wins the Forest Park Road Race Easily—Van Wagoner Captures First, and Levy Second Time Prizes.

ST. LOUIS, Mo., June 2.—Today was an ideal day for a road race, the weather was clear and warm and there was very little wind blowing. The attendance was phenomenal, as fully 10,000 people were present, the three and a half miles of the course being lined with them; and it was a day of surprises and disappointments. The winner turned up in a seventeen-year-old member of the Pastime Athletic Club, Horace Rumsey, who had 8:30 handicap, and the time medal being won by William Van Wagoner, of Syracuse, who defeated Bert Harding and Ed Grath, the local scratch men, and lowered the Forest Park record from 57:10, where it was placed by Harding last year, to 53:47. James Levy, of the Chicago Cycling Club, was another surprise, as he defeated all the local men and gathered in second time prize easily, making it in 54:51, just 4 seconds slower than Van Wagoner. J. W. Cox, of St. Louis,



HORACE RUMSEY.

captured third time in 53:53.

Of the 103 riders who entered, seventy-three started and about fifty finished. At 3:45 the limit men—W. E. Shuttleworth, Ernest Stade and Lee M. Byrnes—were started and the field was sent off in bunches of eight and ten, until 10 minutes later when the scratch men, Bert Harding, of the St. L. C. C.; Ed Grath, of the P. A. C., and William Van Wagoner, of the Syracuse A. C., started. Rumsey, who started from the 8:30 mark, had caught the first man by the time the Clayton road was reached, on the first lap, and took the lead himself, setting a killing pace, and he was never headed, winning the race by a large margin and breaking last year's record, his time



WM. VAN WAGONER, OF SYRACUSE, WINNER OF FIRST TIME.

being 56:50. When the scratch men made their appearance on the first lap Van Wagoner was in the lead, with Grath a short distance behind him, and Harding still farther back.

Van Wagoner Increased His Lead Each Lap and Grath pulled away from Harding, who, for some unaccountable reason,

was unable to hang on, much less set pace, as was his wont on former occasions. W. J. Cox, St. L. C. C., James Levy, Chicago C. C., and L. D. Cabanne, P. A. C., who started from the 2:30 mark together, were having a hot race all by themselves and making Cox do all the "donkey work," until Cabanne got a fall and had to change mounts, which threw him out of that bunch, although he continued pluckily in the race, with a badly bruised arm and shoulder, and managed to finish in time to get a prize.

Among the youngsters who made good showing were Alex. Laing, St. Louis C. C., who worked his way from thirty-second on the first lap, to sixth on the third lap, in which position he finished; Joe Howard and Will Coburn, of the Ramblers C. C., who went from thirty-third and thirty-fourth, respectively, to seventh and tenth on the third, and Howard finishing



JAMES LEVY, OF CHICAGO, WINNER OF SECOND TIME.

fourth, and Coburn seventh. These three started together from the 5:15 mark. After the third lap there was no question as to who would be the winner, barring accidents, as

Rumsey Had Gained Such a Lead,

and was riding at such a pace that he could not be caught.

The race was very free from any serious accident, and the bad turn at Union avenue was taken very cautiously, and caused little or no trouble. There were several punctures, but spare machines were convenient and most of these riders were remounted. The first unfortunate was C. E. Terry, of Union, Mo., who ran into a spectator right at the start and broke his machine. Ed Barker, of the Victor C. C., ran into a boy who was crossing the course with a wheel, and both were bruised up, but not seriously.

Horace Rumsey, the winner, although only seventeen years of age, has already made a mark for himself in athletic circles, being quite a boxer and wrestler in the featherweight class. He has won several prizes in track events, and also started in the road race last year, having the limit and finishing.

Van Wagoner rode with a seventy-six inch gear and set a terrific pace, riding the hills and grade as though they were perfectly level.

The following table shows the position of the prize winners at the finish, their handicaps, and times:

The Finishers:

NAME.	CLUB.	HDCP.	TIME.	NAME.	CLUB.	HDCP.	TIME.
Horace Rumsey	P. A. C.	8:30	56:50	A. D. Pomeroy		8:30	59:49
C. A. Jordan		8:00	56:39	James Levy	C. C. C.	2:30	53:51
Ross C. Miller	Wichita	5:30	54:27	W. W. Crocker	Milwaukee	3:00	54:22
Joe J. Howard	R. C. C.	5:15	54:13	W. J. Cox	St. L. C. C.	2:30	53:53
W. G. Corfe	R. C. C.	8:00	57:00	C. C. Weaver	St. L. C. C.	9:00	60:24
Alex Laing	St. L. C. C.	5:15	54:55	H. C. Jones	P. A. C.	8:00	59:39
Will Coburn	R. C. C.	5:15	55:17	W. A. Graeper	St. L. C. C.	4:30	56:17
C. A. Kreidler	R. C. C.	6:00	56:06	George Tivy	St. L. C. C.	4:30	56:51
Ernest Stade		10:00	60:29	C. T. Burke	Indianapolis	4:30	55:23
W. C. Wicke	P. A. C.	4:30	55:03	H. C. Chivers	Y. M. C. A.	8:00	60:28
C. L. Knower		6:30	57:17	W. P. Grath	P. A. C.	5:15	56:53
J. F. Faries	Decatur	5:00	55:51	L. D. Cabanne	P. A. C.	2:30	55:21
G. D. Knight	R. C. C.	7:00	57:55	F. H. Woodin		8:30	61:24
C. J. Rotty	St. L. C. C.	5:30	56:45	J. E. Purves	Wash g't'n	5:30	56:45

DAY OF SURPRISES.

The Cracks Have an Exeiting Time at the Meet of the Cohoes Wheel Club—Everyone Wins.

TROY, N. Y., June 6.—There may have been as successfully conducted a race meet, but there was never one better managed than that of the Cohoes Wheel Club. Rain fell yesterday, yet the track had been scraped and worked to a nice degree of smoothness from curb to curb. Not a man without a badge was allowed on the track, and none on the inside enclosure. This rule was enforced by a full squad of police who also guarded the fence. Probably 4,000 people filled the grand stand and rising ground at the track side. The race meet reminded you of the Troy meet on the same track Monday, because it was so different.

There was enough of sensational nature happening to keep up the interest at all times. The racing men split even, and it now looks as if there is no one head and shoulders above his fellow racing men. Johnson finished last in the half-mile open, which Sanger won from Bald, Tyler, Murphy, and Johnson, in the order named. There was a limit of 1:15, and the race was ordered run over, the time being 1:21. Then Tom Eck put up a job worthy of his old gray head.

Johnson, when shoved off, jumped into pace. Murphy, on the contrary, wobbled, and it looked as if he would fall. Suddenly he got down to work, quickly passed the field, and keeping a going, gained a hundred yards. Then Sanger, Bald, and Tyler woke up. But

Johnson Was Not Sleeping.

He remembered his former defeat, and working like a Trojan, crossed the tape just 1 3/4 seconds behind Murphy, but a half length ahead of Bald, who was a wheel ahead of Sanger. It was a great game, and as Asa Windle says, the third of the kind played in years.

In the quarter mile open, the men, Callahan, Bald, Tyler, Sanger, Coleman, and Arnold, made a great, and desperate finish, the full width of the track. The judges placed them in the order named, and Bald protested

one oral appendage. The doctors are doing their best to preserve the injured member, but with little hope of success. Besides the wounded ear, Taxis has a nasty hole in the side of his head; one eye is sadly injured, and he is generally bruised and used up. He will not be able to race for many a long week to come, if ever, again.

According to the stories of several competitors in the race and witnesses of it,

The Accident

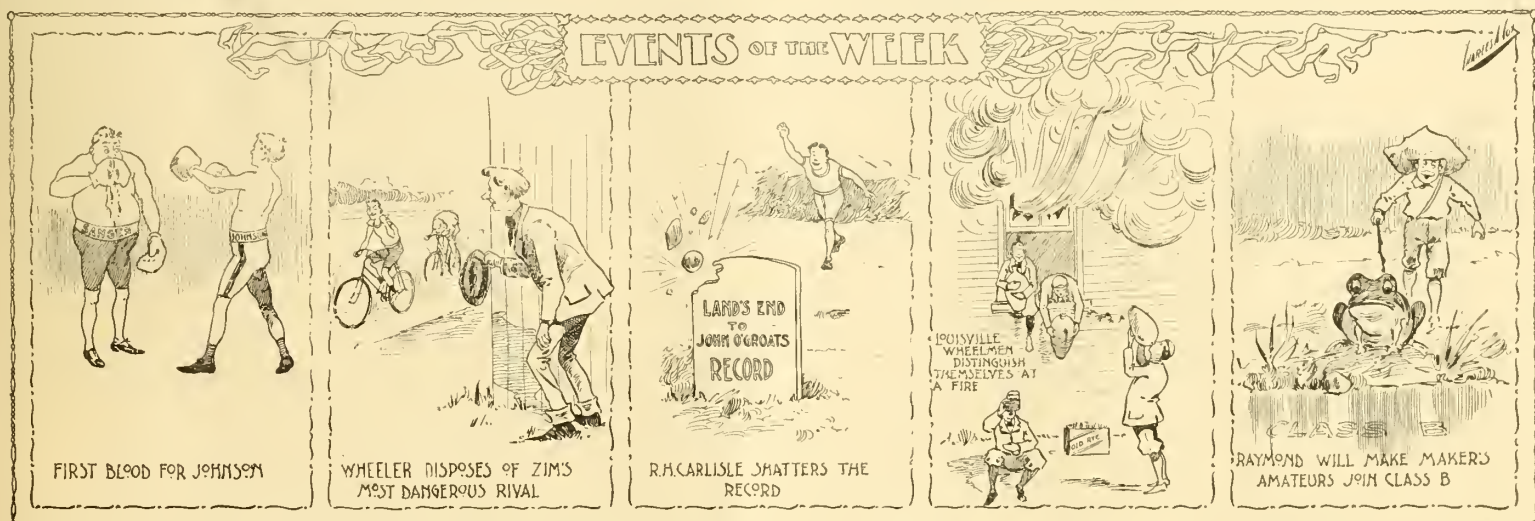
happened in the following manner: Five men started in the one-third-mile open. Referee Prial placed a time limit of 50 seconds on it. Rounding the last turn Wells had the pole and was riding a little wide as the track was slippery at the pole. Titus was lapping his rear wheel on the inside; Taxis was beside Wells, with Taylor beside him, while Murphy was on the outside well up the bank. Titus cut through on the inside and Murphy, who was watching him, spurted for the pole, attempting to cross in front of Taylor, Taxis, and Wells. He threw Taylor, who in turn ran into Taxis, throwing him into the fence. Wells saw the impending disaster and back-pedaled, but even at that scraped Murphy's rear wheel. All this did not win the race for Murphy, however, for Titus got through safely on the pole and came on winning easily, with Murphy second and Wells third.

Murphy's Version.

Wells immediately protested Murphy, but Referee Prial, instead of making a decision on the protest, ordered the race run over again, in spite of the fact that it was won in time 5 seconds faster than the time limit. The decision is inexplicable and an appeal has been made to Chairman Raymond. When the run off was called, Murphy was the only man to come on the track, the others refusing to ride with him. He disabled his wheel when starting and the referee then awarded the race to him.

Taxis was as one dead when he was picked up and two doctors had their hands full to bring him to and patch up his wounds.

Murphy was seen regarding the matter. He said: "I was not guilty of the foul, as claimed. I was riding outside and Taylor was at my rear.



Callahan on the grounds that Eck jumped the gun. The starter verified this fact, and Callahan was disqualified. Kennedy was on scratch in the two mile handicap, Sanger, Tyler, Johnson, and Bald, the scratch men, not starting, the field was brought back.

Kennedy rode a spirited race, was at the front ranks and in making his jump just struck Coleman's front wheel. He fell heavily, one or two going over his leg, but none falling. Coleman won, Kennedy is not badly hurt and rides at Ilion on Saturday. He rode the first half-mile unpaced in 1:06.

Tyler, Sanger, and Bald alternated the pace in the mile open, in the order named.

Tyler Beat Out Sanger

a half wheel length and Bald was left out in the list of winners, Callahan and Brandt taking third and fourth. Johnson rode a half-mile in 1:01 3/4, against time, paced by Murphy for a quarter in :30 1/4.

In the class A events, F. J. Jenny, of Utica, and H. R. Steenson rode a desperate killing race in the half-mile, which was won by Jenny by a half length. Jenny is one of the coming men. From scratch in the mile handicap, he rode first half-mile in 1:05 1/4, and when apparently a winner came down with a bunch of over a dozen, one hundred yards from home. In watching Steenson in the three-mile New York state championship, the two collided, and Jenny was thrown out of a victory granted him by all.

C. M. MURPHY'S FOUL RIDING.

TROY, N. Y., June 3.—There is great indignation among the aggregation of racing men gathered here, which includes many of the best men on the path today, against C. M. Murphy and his riding. They claim that he was responsible for the falls taken by Taylor and Taxis at Plainfield, N. J., and characterize his riding as generally unfair. There is talk of presenting a petition to Chairman Raymond asking that he be indefinitely suspended from the track. All the leading racing men have promised to sign it.

Taxis is a badly used up individual. One ear is fairly shorn from his head and it is probable that he will go through the remainder of his life with

Next me was Taxis, then Wells, and Titus behind Wells. The latter wanted his team mate, Titus to pass on the pole and in opening the pace kept a straight course as we rounded the corner. I kept my distance from the pole and Wells naturally intercepted me. He struck my rear wheel' Taylor struck his and Taxis and Taylor were thrown. I was shoved over into the center of the track and turned in, but was wide of the pole when I finished while Wells was at the pole, so you see I could not have fouled him again as was claimed. It is all a mistake and the report got out through Wells' trainer, Billie Young.

What They Chose.

The prize winners in the Chicago road race met at A. G. Spalding & Bros. last Wednesday night and selected their prizes as follows: Fred Rau, Fowler bicycle; J. Bezenek, \$100 worth of merchandise; H. Van Herik, Columbia racer; J. Skelton, Munger bicycle; A. V. Jackson, Sterling bicycle; F. Ward, Spalding bicycle; A. W. Cleaver, Rambler bicycle; J. B. Lund, Soudan bicycle; A. Kubec, Derby bicycle; E. J. Yorke, Eagle bicycle; T. Kirchner, Temple scorching; G. W. Robinson, Monarch bicycle; J. R. Felix, Road King bicycle; A. R. Proulx, Herald bicycle; D. G. Fisher, \$50 worth of merchandise; O. A. Adams, Waverley bicycle; P. Nelson, gold watch; A. Gardner, Journal cup; W. T. Merriam, Crescent bicycle; W. De Carde, bicycle suit; H. E. Horn, Morgan & Wright tires; F. A. Koehler, carving set; P. Oftedahl, 1,000 miles ticket on the Monon; E. S. Church, Eastern Rubber Co. tires; T. Flansburg, billiard cue; F. J. Kuegler, revolver; H. Vogt, bicycle suit; C. H. Peck, steamer trunk; F. P. Gregg, Palmer tires; G. A. Smith, traveling bag; M. H. Bentley, bicycle suit; A. Graham, N. G. L. tires; H. S. Crocker, pedals and saddle; J. F. Stillwell, Knox hat; M. J. Bolstad, match box; C. Tronvig, sweater; H. Hanson, silver pitcher; C. E. Engstrom, Dunlap hat; F. J. Volkman, Winter's meal tickets; A. P. Hard, dentist work; F. A. Rogers, lantern; J. H. Schroeder, hose supporters; C. H. Semple, sweater; J. D. Erskine, safety razor; E. Lindquist, sweater; W. J. Quigley, repairs on bicycle; E. A. Hudson, Beeman's gum; E. C. Adams gum; W. Bainbridge, box of cigars.

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GEO. K. BARRETT, EDITOR.

GOOD CONTRACT, THIS.

The publishers of the *Bicycling World* seem to have become imbued with the idea that enterprise is what will make their paper a success. An enterprising paper must be illustrated, but illustrations cost money.

But stop! When they failed to get the contract for publishing the *L. A. W. Bulletin* they made haste to gather up the crumbs that fell from the League table in the shape of the *Good Roads* magazine. There were cuts among the effects of *Good Roads*, and—but a letter from I. B. Potter tells the whole story. Here is an extract from it:

They are making use of the *Good Roads* contract with a vengeance. I turned over to Elliott a large number of half-tone cuts (never been used), and last week several of them appeared in the *Bi. World* under new and fictitious titles, E. G. Their view in "Lynn woods" is really a scene in the Forest of Fontainebleau, France. Their "Bit of the park district" is a Washington, D. C., view. Their "Coast into Newton," is a view of the Flushing-Jamaica road in Queens County, N. Y. Their "Wild landscape near Boston" is a scene on the Lake of Thun, Switzerland, and their "Massachusetts' sandpapered road" is a Connecticut view, though I do not clearly remember the locality."

Here is enterprise with a vengeance. First they steal—we used the term advisedly—the cuts belonged to the League of American Wheelmen, and then they try to hoodwink their readers into thinking that they are receiving an enterprising paper by using the cuts with false captions. It is a piece of petty swindling, of which no reputable paper would be guilty, but it seems to come very easy to those high and mighty Puritans at the Hub.

DECORATION DAY SUCCESSES.

We are not going to tell of the successes of the speed merchants on road and path on Decoration Day, for they were fully chronicled in last week's BEARINGS, but the successes of the papers that chronicled them. It is always the intention of THE BEARINGS to give its readers the best of everything. Realizing the importance of the day an extra amount of space was devoted to reading matter in the issue following. It was the largest paper cycling printed that week by almost a third, and had considerably more than twice as much reading matter as either the *American Wheelman*, *Cycling Life*, or *The Bicycling World*. THE BEARINGS, and the *L. A. W. Bulletin* were the only papers to have pictures of the starts and finishes of the Chicago Road Race, the greatest event of the year. They had their own photographer on the ground and the photographs were in the engraver's hands the same evening. These papers were also the only ones to give their readers the cuts of the first and second men and the three time winners. Three of the photographs from which these pictures were made were taken after the race.

A table is annexed showing the amount of space devoted to the various Decoration Day races by papers that claim to be somewhere in the front

rank in cycling journalism. All type is measured in ems, and illustrations are measured in ems—counted as brevier, the coarser type used in the different papers. THE BEARINGS covered thirty-six road races and track events, *Cycling Life*, thirty, *The Wheel*, twenty-nine and the *Referee*, seventeen. Many of *Cycling Life's* accounts were meaningless, however, and might as well have been omitted. The following is a sample:

SPRINGFIELD, ILL., May 30.—Today's races of the Capital City Club passed off without accidents or unusual occurrences. The events were well contested by local men.

More than two-thirds of the space devoted by that paper to the Chicago road race was filled with rough and inaccurate cuts, most, if not all, lifted bodily, without credit, from the Chicago dailies. *The American Wheelman*, also, used the scissors largely on the daily papers in order to illustrate the Irvington-Milburn race. The only illustrations that the *Bicycling World* had were scenes on the Chicago and Irvington courses that had appeared in other cycling papers previously. They had the decency to have them retouched, however, before using. *The Wheel* had an excellent account of the Irvington-Milburn, but devoted more space to it than was warranted. It had the only picture published of the winner.

THE BEARINGS was the only paper that did not miss some important meet. It was the only paper that covered the Southern California division meet at National City and divided honors with one or two papers in a dozen or score of cases.

The table tells its own story:

Space Devoted to Principal Race Meets by Leading Cycling Papers.

	BEARINGS	WHEEL	L. A. W. BULLETIN	REFeree	AM. WHEELMAN	CYCLING LIFE	BI. WORLD
Total No. pages of reading.....	25 3/4	19 1/2	20	19 1/4	17	13 1/4	15
No. of races of May 30 covered.....	36	29	9	17	7	30	10
Ems devoted to races of May 30.....	96,561	74,738	27,351	50,832	22,246	27,351	12,483
" " Chicago road race.....	44,892	12,652	13,702	36,510	1,446	17,934	3,206
" " Irvington-Milburn.....	10,644	33,646	2,594	1,110	15,281	1,023	2,294
" " Martin.....	5,807	5,115	2,509	810	2,351	810	1,994
" " Hoyland Smith.....	2,520	3,465		292			497
" " Waltham.....	7,992	6,334	1,482	1,482		1,112	2,538
" " San Francisco.....	2,736		606	1,137		382	
" " Worcester.....	2,052	1,777		1,137		498	
" " Chicago.....	1,536			337		245	312
" " Baltimore.....	1,812	1,237		1,140*		495*	
" " Cleveland.....	3,686	3,375		787		270	222
" " Detroit.....	1,248	1,298	230	1,402		315	
" " Kansas City.....	756					337	

* Did not cover track races.

CHICAGO'S GREAT STORM.

We present a page of pictures this week of scenes along the shore of Lake Michigan in Chicago after the great storm that raged during May 18. It was the greatest storm that has visited the lake in years, and vessels were driven by the score toward the southern end of the lake. Many of the captains tried to make the Chicago harbor; few succeeded. Failing to reach the harbor they dropped anchor outside. The Chicago harbor is opposite THE BEARINGS office, and all day the windows of the office were crowded with cyclist spectators, who watched, with breathless interest, the struggle for life that was going on outside. A wilder or more picturesque panorama could scarcely be imagined.

The anchors of some of the vessels held; others did not. There were collisions between huge three-masters. The life-saving crews tried in vain to reach some of the disabled vessels. They could not get near them. Twice was one life-boat capsized in its attempts. When the vessels began to drift in the wheelmen wrapped themselves in their warmest clothes and went to the lakeshore, where some of them were instrumental in rescuing men from the wrecked vessels. Seven vessels were driven ashore within two miles. Our illustrations, made from photographs by J. C. Combs, of Nashville, Tenn., give a good idea of the wreckage the following day.

The National City Meet.

NATIONAL CITY, CAL., June 3.—The second and third days of the Southern California division meet, furnished some exciting racing. On the second day McAleer won the mile handicap, W. J. Edwards got the quarter-mile open, defeating Osen and Parkes; L. W. Fox captured the half-mile open, beating out Burke and Cowan. The last day's meet had for its attraction a twenty-five mile team race between Los Angeles C. C., the Los Angeles A. C., the East Side C. C., of Los Angeles, and the Riverside team. The result: Los Angeles, first; Los Angeles A. C., second; East Side, third. Time, 1:18 1/2. The mile open was won by Burke, Jenkins, Edwards, Osen, and Davis, finishing in the order named.

Waller and the Pelting Peasants.

Belgian peasants pelted Frank Waller, the distinguished long-distance rider, with a shower of stones the other day while "the champion" was riding in a road race. The peasants wasted their labors. Waller would not have finished the race, pelted or not. But perhaps Belgian peasants didn't know Frank. Or is it just possible they did and that was the reason why they pelted him.



NEW JERSEY WINS IT.

The Interstate Relay Captured by the Men From Zimmerman's Native State—Pennsylvania a Good Second.

PHILADELPHIA, PA., June 3.—The interstate relay race from New York to this city to-day was won by the New Jersey team, with seventy points to its credit, Pennsylvania being second with sixty points, and New York, third, with fifty. The route was a circuitous one of 150 miles, there being six relays of twenty-five miles each, and one man from each state entered in each relay.

The race was started with the first team from the New York Times Building, on Park Row, New York, at 8:45 a. m. The team were: New Jersey, W. C. Roome, Jersey City, red sash; Pennsylvania, F. B. Marriott, South End Wheelmen, white sash; New York, Frederick Nagle, Riverside Wheelmen, blue sash. The start was to have been made at 8 o'clock, but Nagle was delayed. At 8:30, however, all was ready, and Scorer Frederick Reer, of the Hudson County Wheelmen, having marked each tag attached to the contesting machines "8:35," Charles H. Luscomb, president of the League of American Wheelmen, gave the word "go" at that time. The three men started off easily, going across Mail street and down Park place toward the Cortland street ferry. There was a big crowd to witness the start, and their kindly cheers made the contestants feel elated as they left Park place for the spin down Broadway.

The Finish of the First Relay

was at the clubhouse of the Passaic Falls Wheelmen, Paterson, N. J., and a large crowd was there to witness the finish. W. C. Roome, of New Jersey, came in first at 10:19½. He was followed by Frank B. Marriott, South End Wheelmen, Pennsylvania, who was half a minute behind Roome's time. Marriott had a fall about fifty feet from the finish, and but for this mishap would have won. Frederick Nagle, the New York representative, finished at 10:21½. Isaac W. England, of the Passaic Falls Wheelmen, made the pace to Boonton, the Boonton Cycle Club to Danville, and Jules Griebel to Morristown.

The second relay from Paterson to Morristown was won by Church, of the Chester Bicycle Club, Pennsylvania; McMahon, New Jersey, second, and Nagle, New York, third. The men arrived at 12:08. Blauvelt, the New Jersey man, won the third relay from Morristown to Wheat Sheaf Inn, between Elizabeth and Rahway, with Murray, New York second and Geyler, of the Century Wheelmen of Philadelphia, third. The fourth relay arrived at Franklin Park from Wheat Sheaf Inn at 2:47. Baldwin,

The New Jersey Man Was First,

Page, of New York, second, and Hall, Pennsylvania, third.

Krick, of Pennsylvania, won the next relay, the fifth; McGovern, of New Jersey was second and McDonald, third. This relay was from Franklin Park to Wheat Sheaf Inn, between Trenton and Bristol, the latter place being reached at 4:38.

A large crowd of wheelmen and interested spectators were at Broad and Nicetown Lane to see the finish of the race. At 6:15 Davidson, of New York, came tearing down the hill, a winner. Nicetown Lane on the west side of Broad street is being asphalted and is fenced off. Davidson crashed into this fence and fell heavily, seriously wrenching his knee and breaking his machine. Measure, of the Century Wheelmen, of this city, was second arriving at 6:16:50.

He Made a Very Plucky Ride.

About a mile out of Bristol he punctured his tire and borrowed a new wheel. Three miles farther on he fell and broke a handle-bar. For over seventeen miles he rode with one handle-bar until he finally fell in with another wheelman and got a new machine.

Geyler, of this city, who rode in the third relay, said that Blauvelt, the winner, had all the advantages on account of his knowledge of the roads. The route from Morristown to Wheat Sheaf Inn is very rough and a hilly one, and Geyler took three bad tumbles. The members of the winning teams received handsome gold medals, and gold medals were also awarded to the winners of the different relays.

The second annual road race of the West Philadelphia Cyclers was held yesterday over the five-mile course on Montgomery Pike. The usual interest was manifested and very fast time was made by the contestants. John Heishley, riding alone from scratch in 12:44½, won the first time prize. The men were so closely bunched at the finish that it was hard to pick the winner. The men finished in the following order:

Fred Storch, 2:30, 15:12; Wm. Anderson, 1:00, 13:43½; D. C. Parkhill, :45, 13:29; J. L. Skiles, :30, 13:14½; B. Rogers, 1:00, 13:45; John Heishley, scratch, 12:44½; Charles Merrick, 2:00, 15:08; Clarence Riggs, 1:15, 14:24; James Wall, 2:00, 15:04; H. J. Barr, 2:00, 15:06; W. H. Wells, :30, 13:46; Lewis Bassett, 1:30, 15:14; Lewis A. Hill, :45, 15:15; J. W. King, 3:00, 18:15.

The third annual outing trip of the Alpha Wheelmen to Milford, N. J., last week will long live in the memories of those who participated as being

One of the Most Enjoyable Pleasure Tours

ever gotten up by that organization. The party was composed of E. B. Voorhees, William Piatt, R. J. Keller, F. Q. Tyler, C. Beckler, George L. Creager, Herbert Meaney, and Thomas Beck, all of whom are hardy road riders. The start was made at 7:30 last Sunday morning, the party being escorted as far as Doylestown by the members participating in the regular club run to that place. On reaching Milford the cyclers were met by a committee of the local club and tendered a cordial reception. Captain St. Claire and President Thomas did all in their power to make the visitors feel at home

and they succeeded admirably. The party was in Milford on Sunday night and Monday, and on Tuesday morning left for Easton, where they were again entertained. A few hours later they were in Bethlehem, and a visit through the Bethlehem Iron Works was a feature of their programme in that city. At 4 o'clock the party again took to the road and started for Allentown where they were met by the Allen Wheelmen in a body. After cleaning up a bit at the hotel they rode to the club house of the Allen club and were tendered a reception which lasted until 1 o'clock in the morning. On Wednesday the start for Philadelphia was made at 7 a. m., in company with two of the Allen Wheelmen, who rode all the way to Philadelphia, which was reached early in the evening. The same party will have another outing trip to the Delaware Water Gap from July 1 to 4 inclusive.

One of the attractions of the state meet to be held at Wilkes Barre on July 2 and 3 will be a theatrical entertainment given at the Opera House by the minstrel groupe of the Century Wheelmen of this city, on the last evening of the meet. The programme will be much the same as the one presented on several occasions last winter, and an invitation to attend will be extended to all visiting L. A. W. members.

WARRING CLUBS IN CLEVELAND.

CLEVELAND, OHIO, June 4.—There is trouble brewing between the Lakeside Club and the C. W. C. and all on account of the dates chosen by the former organization for its annual tournament. The C. W. C. is down in the international circuit for July 20 and 21 and now the Lakeside Club has applied for a sanction for races to be held July 13 and 14, or just one week ahead of the C. W. C. Its chief reason as given is that it expects to draw largely in attendance from the Christian Endeavor which will be in convention here at that time. On the other hand, the C. W. C. claim that the dates are altogether too near to the ones awarded it in the circuit and it has entered a protest against the granting of the sanction. And so the matter rests up to the present writing.

Mr. Harry P. Smith, a former captain of the C. W. C., and Miss Cornelia Skinkle, a daughter of President Skinkle, of the Century Road Club of America, were married on May 30. Quite a delegation from the C. W. C. attended the ceremony.

Mr. H. A. Truax, of Chicago, who is trying to beat the record from his home to New York city, reached this city yesterday. Up to the time of his arrival here he had consumed only three and a half days, riding 125 miles per day. A party of C. W. C. members met him at Elyria and escorted him to the city.

There is a possibility that Lewis Gimm, the winner of the Decoration Day road race, will not get the special prize given for the best time over the course for a novice residing in Cuyahoga and adjoining counties. Report has it that he is not a novice, having won prizes at Buffalo, and it is also said that his home is in Toledo, Ohio. Either count, if proven true, would shut him out. Tom C. Booth the second novice in, has entered a protest against Gimm's receiving the prize, a Columbia racer, and the club is holding it, pending an investigation.

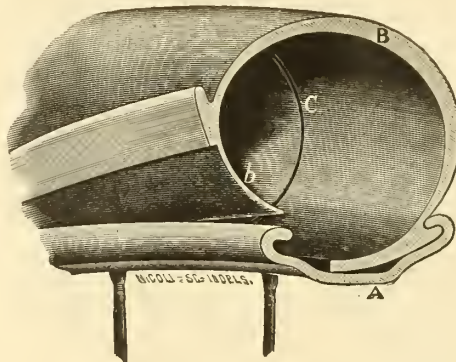
Banker and Nelson Score.

Advices from Paris last Sunday state that Banker won a mile race, Nelson running second. From this we gather that Nelson, disgusted with his treatment in England, has taken a flying trip to France and has taken a shy at the French races. The dispatch further stated that the race was for amateurs, so it is plain that Nelson has not flopped.



Washing up on a De Soto run

A Question of Tires.



....

What is your choice? Do you prefer a tire, which, when punctured, has to be stripped from the rim, have the lace cut, and the inner tube pulled out before it can be mended; then after being patched have a new lace put in and be cemented to the rim before it can be ridden? Would you not prefer a tire like the Waverley Clincher, for instance, that can be detached from the rim almost instantly, the inner tube taken out at any point, mended, returned to its place, and inflated in less time than it takes to get the inner tube out of the cemented tire?

Why should you waste your valuable time monkeying with a cheap cemented tire? When you buy a bicycle you pay your own good hard dollars for it. You have worked hard to save this money, perhaps, and when you spend it are entitled to value received. Do not be misled into buying anything in the bicycle line that is not fitted with a good clincher tire. Look up the *Waverley* agency and examine the wheel very thoroughly. You will find it worth one hundred cents on the dollar throughout. Remember, it is guaranteed by us to be equal to any machine built, regardless of price. **Pay particular attention to the tire.** Take it off; take the inner tube out; put it back again, and notice how easily it is done. Then, by way of contrast, examine the cement tire. Note the difference and buy the best. Do not make the mistake of allowing the agent to talk you into a cement tire by making false claims for it or false accusations against ours. The Waverley Clincher is unreservedly the best tire in the world. It is light and resilient; will not creep; will not roll out of the rim; will not come out in riding, even after it is deflated, and yet it is the easiest tire to remove and repair in the world.

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IT MIGHT HAVE BEEN.

If it Hadn't Been For Accidents the Complexion of the Martin Road Race Would Have Been Changed Somewhat.

BUFFALO, N. Y., June 1.—Buffalo cyclists are in a furor of excitement and enthusiasm over the result of the Martin twenty-five-mile road race, for it has practically demonstrated the fact that Buffalo has at least eight road riders, the like of which, for speed and endurance, can not be beaten by any other city in the country.

Of Callahan, Goehler, Linneman, Weinig, Leonert, W. F. Buse, J. Pen-seyers, and W. L. Steimal, Buffalo has good reason to feel proud, and with



The Martin Road Race - the limit men.

these men Buffalo can make a stand against eight of the best riders of any city in the United States without much, if any, fear of defeat. All of these men, with the exception of "Bill" Steimal, cut below the record of 1:11:28½ made by Nat Butler in the Linscott road race, and "Bill" finished only 49½ seconds outside of the record. The average time of the seven local record breakers was 1:10:57, time which has never been equaled by any man in any twenty-five-mile race.

The history of the Martin might have been entirely different had several of the men been more favored with good luck, and good judgment than they were. If Edward F. Leonart, from the 4:30 mark, had had a man on the mark with him so as to alternate in pace he would probably have won first prize as well as time prize. As it was, however, he set every inch of his own pace; rode the course in 1:11:07, only 30 seconds slower than the winner of time prize; ran into seventh place, and finished only 1 minute, 1 second after the winner of the race. All things taken into consideration Leonart's ride was by far the most creditable of the day, even superseding the work of the scratch men.

The Race of the Scratch Men

might also have been recorded differently had it not been for accidents occurring to several of the party on the three-quarter-mile home stretch. W. F. Buse was leading the field at a cyclonic rate of speed with about six lengths to the good when his front wheel struck an obstruction in the roadway, knocking him off his machine, and bruising him. The remainder of the field, of course, ran away from him, and he had to content himself with beating out "Old Warhorse" Van Wagoner for forty-seventh place.

The defeat of Van Wagoner for time prize was taken with mingled feelings of elation and regret; with elation because of the fact that both men were the ones to administer the defeat, and with regret because "Van," who has almost as many admirers in Buffalo—owing to his true sportsmanlike actions in a race—as the local men themselves, was the victim of an accident to his wheel which deprived him of keeping on the same footing with the other scratch men. Some have expressed the opinion that Van Wagoner, with an even chance, would have taken time prize, but this is problematical. The younger element all had a bit of speed still up their sleeves, and could have hung on to Van at any pace he could have set, and on the sprint several were his superiors. His experience and generalism would have been the only things that could have helped him, and with that he could not have succeeded, for there were

Too Many Men After His Scalp.

Louis Callahan is a man of whom, prior to this season, but little was known. His first appearance was in the '92 Martin, in which he received the limit of 13 minutes and finished ninth. He competed in several races during '92, but did not give promise of becoming even a third rate rider. In the '93 Martin he had a handicap of 7 minutes and finished tenth in only fair time. During this year he also competed on several occasions, with only fair success. But early in '94 when his brother Charlie was annexed to the Stearns' team, Louis decided to become a racing man in fact. He decided upon his mount, a twenty pound Stearns, and started to train in earnest. What is the result: on May 24 at London, Ont., he had the pick of the prizes; defeated F. F. Radway, the accredited champion of

South England, who was sent over to this country to show the Americans how to race, and covered a half-mile from scratch in 1:05½. He then rode in the Hazard, finishing but 30 seconds outside of time prize, and then defeated the first raters in the Martin, May 30. Louis has a bright future, for Eck has his eyes on him, and it is rumored that Asa Windle also has him in view.

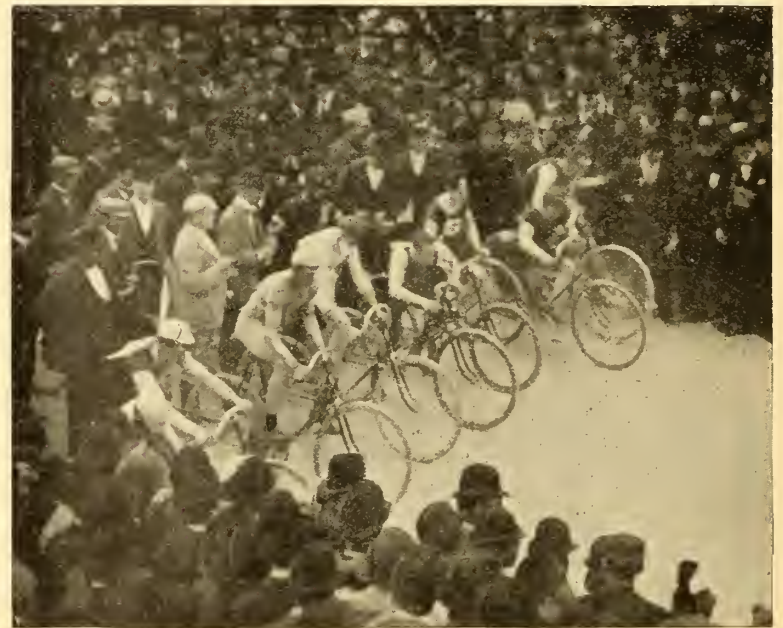
A. B. Goehler, winner of second time prize is another man who will make his mark on the road and path. Until last spring he had never been in a race. He made his debut in the '93 Martin; started from the 9 minute mark, and captured second place in 1:19 flat. His next appearance was on June 10 at the division meet. Here he was the surprise of the day, winning his maiden race, a mile novice, in 2:30 flat, and immediately repeating the trick in the 2:50 class, riding the mile in 2:29 flat. He also competed in the Hilsendegen (twenty-five-mile event at Detroit, taking fifteenth place from the 4:30 mark in 1:08:05, or less than 2 minutes slower than "Flying Dutchman" Waller's time. His riding this season has been beset with difficulties, for he is employed during the day and did not have time to even get in half proper condition; still he was only 5 seconds behind Callahan in time. With proper care Goehler would unquestionably turn out to be the fastest of the fast men in Buffalo, for he leads a regular life, does not drink or smoke, and possesses more grit and endurance than any of the other local flyers.

Bald and His Chances.

Asa Windle is loud in his praises of Eddie Bald, and says that if Ed does not become amateur king before snow flies it will not be from lack of effort on the boy's part. "Pluck!" said Asa, "why pluck is no name for the kid's grittiness, and he is game to the care. I never had a man in as perfect condition as Ed is, and he, realizing that his time to make a name has arrived, is making the most of it," concluded Windle.

Asa says that Eddie's remarkable riding at Waltham, Decoration Day, perceptibly lowered big Sanger's confidence in himself, and that the Milwaukeean has now the utmost respect for the "kid" from Buffalo. In the two-third mile open Bald was way in the rear and the way he flew down the stretch, closed in with "Wallie" and showed him the way across the tape was a caution. Ed would have repeated the trick in the mile open, had it not been for Taylor, who cut into the pole right in front of Eddie, just as the latter was beginning his mad rush for home. This let Sanger get away and the "boy" could not close in fast enough to lead the "big fellow" across the line.

The circuit meet at Le Roy, June 11, has stirred up the ire of the cycling writers all along the state circuit, and with good reason, too. There is not a single Class B event on the programme, no handicap races, and to cap the climax, a six-mile lap race will be run. The track is a crude three-



Start of the scratch men in the Martin.

quarter mile horse affair; no grand stands or quarters for the men, and the entire event is gotten up in the most countrified manner possible. Of all the events the six-mile lap is the most ridiculous. What racing man could stand nine long sprints in quick succession. It would tear out the heart of even a horse. The meet has been arranged by two Le Roy men, who style themselves the "Le Roy Cycling Club," and who have an idea that no one but themselves can run a meet with any success. To top off the matter, the prizes are "bum," and woe to the racing men who are foolish enough to compete at the meet, for they will have but very little more than nothing for their trouble.

Great interest is taken by the Detroit wheelmen in their coming Canadian tour in connection with Smith's fifth annual trip. It is expected that there will be even a larger party than on Smith's tour of 1890. Several ladies have already booked. Particulars can be had from C. H. Smith, 211 Putnam avenue, Detroit.

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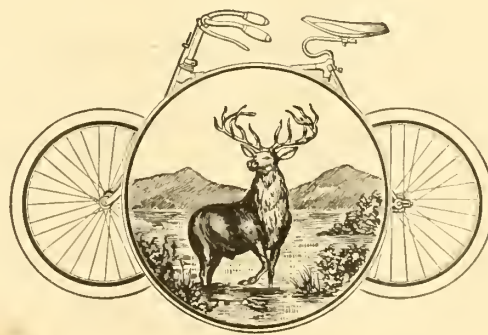
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MENTION THE BEARINGS

STATE CIRCUIT ARRANGED.

The Wisconsin Division has Selected a Number of Towns in Which to Hold Race Meets.

MILWAUKEE, WIS., June 6.—Irwin Strauss' pet scheme—to arrange a state circuit—is to be realized. Mr. Strauss is one of the leading wheelmen of the state and hails from Ripon, a cycle crazed town. For the past year he has advocated the necessity of a circuit to give riders in small towns a chance to show themselves. After corresponding with nearly every club in the state he has arranged for the following state circuit races under the auspices of the Wisconsin division: Beloit, Monday, June 18; Madison, Wednesday, June 20; Janesville, Friday, June 22; Beaver Dam, Monday, June 25; Ripon, Wednesday, June 27; Berlin, Friday, June 29; Oshkosh, Monday, July 2; Stevens Point, Wednesday, July 4; Wausau, Friday, July 6; Eau Claire, Monday, July 9; Neillsville, Wednesday, July 11; Black River Falls, Friday, July 13. The races will, no doubt, prove a success, and will be followed up by the leading riders of the state.

The Next Great Event

in the West is the Cedarburg-Milwaukee road race which will be run on the 16th inst. under the auspices of the North Side Club. The course has been surveyed and is found to be 800 feet short of sixteen miles. The roads are even and the chances for breaking road records are favorable. The entries will close on the 8th inst. The prize list includes a piano, valued at \$250, and a number of high grade wheels. The list is worth \$2,200. The riders will leave this city by special train at 2:30 in the afternoon and start from Cedarburg at 4 o'clock. The finish will beat the corner of Davis street and Green Bay avenue, and will probably be witnessed by 10,000 people. Three time prizes have been offered. The handicappers are Gerhood Aussem, of the North Side Club, Gus Simmerling, of the Mercury Club, and George Walters, of the Bay View Club.

Memorial Day Would Not Have Been Observed

here if it had not been for the local wheelmen. As it is, it was observed with greater demonstrations than ever before. Several months ago the Associated Cycling Clubs began the agitation. The city officials, the G. A. R., and the Wisconsin National Guard was finally interested and a large parade was arranged for the day. The parade was led by 500 mounted wheelmen. The features of the parade were the Misses Alma and Louise Roth, the first Milwaukee women to appear in public in bloomers. The costume caused quite a stir, but the Misses Roth are cycle enthusiasts, and were prepared for comments, most of which were favorable. They set a pace that other local riders will follow and deserve credit for introducing in the city the modern lady riding costume. After a parade through the principal streets the wheelmen rode to the Soldiers Home where addresses were made.

Henry Kanaska, the local professional, and Terry Andrae will soon make an attempt to smash tandem records.

Beaver Dam business men have arranged a cycle meet to be held there on July 4. A liberal list of prizes has been offered. Several fast local men have entered.

Julius Homan, an Appleton rider, has arranged a race with Prince H., a 2:17½ pacer.

ENGLISH ROAD RECORDS BROKEN.

LONDON, May 26.—The ride of G. P. Mills from Edinburgh to London has been one of the features of the week. Mills left Edinburgh at 5:20 on Tuesday morning with a favoring wind, and reached the general postoffice, London, at 10:48, on Wednesday morning. His time, 29:28:00, was 3 hours 27 minutes faster than the previous best, that of R. H. Carlisle, made in 1892 over the same course. It is interesting to recall that this journey was the first made by F. W. Shorland before he became famous. On solid tires in 1889 Shorland's time was 44:49:00. Both Shorland and Leitch were among the pacers of Mills this week.

The second attempt of R. H. Carlisle to lower the end-to-end record has been crowned with success. Starting last Monday morning from Land's End he arrived at Wick, seventeen miles from the finish, at 7 p. m. on Thursday, being ten hours ahead of Mills' bicycle record, and a little in front of his tricycle record. In spite of want of sleep—for he went right through without heeding nature's calls—and a bad accident seventy miles from the finish, Carlisle was fresh and well. He had a headwind to contend against, and actually finished just after 8 p. m. on Thursday.

E. A. Nelson has applied for permission to appeal against his refusal of a license by the general committee of the Union, and that body has granted his request. If Nelson is inclined to satisfy the curiosity of the appeal committee, I see no reason why he should not win his appeal.

The Result of the North Road Fifty

last Saturday was a trifle disappointing, owing to punctures. Wridgway, the Hsleys and other prominent starters were hopelessly hindered, while the Shorland-Bidlake combination found the Boudard gear, with which they were experimenting on their tandem, unsuited to the awful headwind on the outward journey, and dropped out at thirty miles. A. Brown won from scratch in 2:31:23, and Earl and Marsh on a tandem safely made the fastest time, 2:29:35. It is a notable fact that the first seventeen men who finished were riding Palmer tires.

This afternoon at Herne Hill the second annual Hospital Sports were held in lovely weather, a somewhat cloudy morning, changing opportunely into a gloriously warm and sunny afternoon. Times were affected by the

northeast breeze. There was a crowded attendance. The first event was the half-mile scratch for the \$260 challenge cup presented by the Corporation of London. Last year Stroud won this trophy, but today he was beaten in his heat by H. B. Hoch. The five preliminary heats consisted chiefly of crawls merging into fast final quarters, the entries being first-rate in class. In the final the men started leisurely, but on Watson bursting away he was rapidly caught by P. W. Brown, who won, after a good finish, by three yards from Weatherly, Watson being third, a yard behind. Time, 1:13¼. Camp and Hoch were unplaced.

The three-mile tandem race produced three pairs in the first heat and four in the second. In the final Soanes and Dodd led off at a moderate pace, and nothing of interest happened until the bell, when the field were together. H. A. Palmer and J. A. Robertson then dashed in front and were never caught, winning by twenty yards; Soanes and Dodd second, Ashby and A. B. A. Sleigh third. Time, 7:48¾. Last quarter, :29.

At the next meeting of the council of the N. C. U., to be held at Birmingham on June 8, there will be more discussion of the licensing rules. A motion by the Birmingham Center runs: "That the licensing rules having been given a fair and exhaustive trial, and failed to achieve the object for which they were adopted, be abolished at the close of the present year." I think there is not the smallest chance of this being passed, but, *in the event of such an occurrence*, Dr. Turner has a motion to follow: "That the amateur definition of the N. C. U., so far as it concerns cycling, be abrogated." His intention in doing so is to push the proposal to the *reductio ad absurdum*.

The annual Essex County sports at Chelmsford are fixed for July 14. Robert Cook, whose energetic labors have made this meeting the brilliant county gathering it is, has arranged an attractive programme, and the Countess of Warwick, the handsomest woman in England (formerly Lady Brooke), will present the prizes.

The one-mile open for the Gamage challenge cup consisted of six heats and a final.

A. J. Watson, the Holder, Cleverly Won

his heat by a yard from J. Harding, riding the last quarter in :31¾. However, all the heats were slow, except the fourth, in which Stroud took the field along at a merry pace, until the last lap, when he was hopelessly left on the sprint, J. Camp winning in 2:23¾. The final proved an awful loaf until the bell; half way around the last lap Watson, who had secured a good position, assumed the lead, and won by two yards from J. P. Betts, A. E. Walters being third. J. Camp and Weatherly failed to get up. Time, 3:15¾.

The five-mile scratch for the Stanley challenge cup, won last year by Lewis Stroud, attracted thirty-four entries. A special prize, valued at \$36, was offered for the competitor leading at the beginning and end of the fastest lap (except the last). No less than twenty-eight men were got off without any hitch. The pace was warm from the start, the field soon opening out into a string. Henie led for several laps, closely followed by Watson. At three miles only twenty men remained in the race. Lambley rode a furious lap, leaving the crowd by thirty yards, and easily winning the special prize in :36¾ for the 503 yards. Half way through the last lap Stroud emerged from the crowd, and by a splendidly sustained spurt defeated P. W. Brown by a yard, A. J. Watson being a good third. Time, 12:30¾. All through, the contest furnished exciting racing, and the special prize proved a cure for loafing on this occasion.

C. W. HARTUNG.

Fined Ten Dollars for Running a Man Down.

PORTLAND, ME., May 31.—Running over a wheelman seems to be considered a trivial offense by the police court judge of this city. Ten dollars is the ridiculous fine recently imposed, in spite of the fact that Alfred Walker, the victim, was fifty-seven years of age, his right arm broken and fractured, annihilating his efficacy as a bread-winner for several months. After the accident the heedless teamster continued at the same rapid pace without an inquiry as to the injury done, but through the efforts of the officers of the Maine division and the police, was discovered and arrested the next day.

Mr. Walker is a member of the L. A. W., and the Maine division officers at once took charge of the prosecution, but after diligent inquiry were unable to find any evidence which would prove deliberate assault. They then submitted that it was a serious case of fast driving, the penalty for which is not less than \$5, nor more than \$20. The judge's sentence was \$10 and costs. By what process of reasoning he felt justified in imposing so small a fine for such an unwarrantable offense, it is hard to understand. Mere fast driving is one thing, but to incapacitate a man for months by such recklessness, puts a different phase on the matter. Not only wheelmen, but the general public are thoroughly indignant over the matter.

Dayton's Big Meet.

For the months of June and July the southern part of Ohio and Indiana will be a regular "hot bed" of race meets and road races, and racing men who neglect to make arrangements to be in this "neck o' the woods" at this time will miss it. One of the most important events will be held at Dayton, Ohio, June 30. The prize list is one of the best of the season, footing up a total of \$1,500. Class A riders have been provided for to the limit prescribed by the racing board, while Class B riders are offered a choice bit in a \$500 diamond race. It is the intention of the Dayton Bicycle Club, under whose auspices this meet is to be conducted, to out-do the most successful meet it conducted two years ago.

The First Gun of the Season

AND AS IT HAPPENED, IT WAS A

GATLING GUN

AT THE TWENTY-FIVE MILE ROAD RACE OF THE CLEVELAND
.....WHEEL CLUB.....



The “TRIANGLE” Wheels



WON ALMOST EVERYTHING IN SIGHT

FIRST PLACE.
FIRST TIME.
THIRD TIME.
FOURTH TIME
SIXTH TIME.

FIFTH PLACE
SIXTH PLACE.
TENTH PLACE.
32nd PLACE.
38th PLACE.

FOURTIETH PLACE.
And Special Prize for Novice.

In Ten Track Events.....

TRIANGLE WHEELS

.....Took Nine Prizes

The Peerless Mfg. Company,

CLEVELAND, OHIO.

QUAKERTOWN TO THE HUB.

Two Plucky Wheelwomen Ride From Philadelphia to Boston in 49 Hours and 15 Minutes.

BOSTON, MASS., June 2.—If, fifty years ago, two women had traveled alone from Philadelphia to Boston by any means of transportation every self-respecting woman would have held up her hands in holy horror. But now the same journey made by two women on wheels is not enough of a novelty to create hardly a ripple of excitement.

So have the "times" changed.

Sunday, May 13, at 9 o'clock in the morning, Mrs. Louis A. Lesure and Mrs. G. H. Chase started from the Quaker City to make the longest trip on record made by women on bicycles. Both of them are wives of well-known business men there, sisters-in-law and very enthusiastic cyclers. They were

Escorted Out of Philadelphia

by a delegation of the Time Wheelmen of that city who rode with them as far as Trenton. Here they were left to strike out alone. The first day they made forty-eight miles, sleeping that night at Princeton. The next day, they made what proved to be the longest run of the trip, sixty-five miles to New York. That run was an extremely creditable one as it took them over some of the very worst roads in the country, well-known and famous among cyclists. To add to the difficulty of this long run there was a very strong wind blowing in their faces and part of the way was over boards laid across the road which rattled and shook them up considerably. Monday night, Tuesday and Tuesday night they spent in New York seeing the sights. Everywhere they went they were entertained by the cyclists who were very glad to welcome them.

It will be interesting to the wheelwomen who read to know what the women wore. Some of the papers have said that they wore bloomers and that they shocked the communities through which they rode. This they wish to deny very emphatically.

They Did Not Wear Bloomers.

They both wore the riding tights which have proved so serviceable for wheelwomen. No under skirts were worn. The dress skirt was made rather narrow with a strap or stirrup attachment so that it can be fastened to the foot. This does away with all possibility of the skirt flapping in the wind, retarding the riders.

Wednesday night, May 16, they left New York City and made Stamford. Meriden was reached Thursday night, Hartford Friday forenoon and Springfield Friday night. In Hartford they visited points of interest including the large cycle manufactories there. They were detained in Springfield by rain from Friday night to Sunday the week after, making a stop there of eight days. Fred C. Graves took them to the track there and explained to them all the fine points of training for cycle racing.

Monday night they were tendered a reception at the home of one of the members of the Ladies Cycling Club of Springfield. Sunday night, May 27, they made a ride put down in the road book as unridable and then pushed on to Worcester spending the night there. They got to Fitchburg Tuesday morning, visiting relatives there.

They Rode From Fitchburg to Boston

in five hours with heavy roads getting here the night before the meet. Here they were entertained by various well known cyclists and express themselves as very much delighted with the hospitality shown them. They paraded in the procession Wednesday morning and saw the races in the afternoon, going to the ball in the evening. They left for home last evening by boat to New York. They intend riding from New York to Philadelphia if the weather and roads will permit.

They carried very little luggage confining it to under vests and tights. Both carried revolvers, but were not disturbed or molested in any way on the entire trip. They estimate their actual riding time as 49:15 for the distance of 410 miles.

With the exception of one insignificant accident to one of the thirty-four pound wheels nothing untoward transpired to mar the pleasure of the trip.

They Had One Experience

which they enjoy telling. Coming to a bit of almost impassable sandy road they looked about for some way of getting conveyed across it. The house nearest was occupied by an old bachelor. He was asked to take them to the nearest village. He 'lowed as how he would be glad to, but someone had borrowed the buggy. Finally he was persuaded to hitch up a lumber wagon and in this they made a triumphal entry into town, sitting in the bottom of the turnout, holding their wheels upright before them. When they got to town they were covered with dust from head to foot, and they were jolted almost to pieces.

WHEELMEN AS FIREMEN.

LOUISVILLE, KY., June 4.—The advantage of the bicycle over other methods of transportation was shown last Thursday night. The advantage was so evident that it was noted by every one and the local papers devoted a great deal of space to it, and, in fact, still refer to it in their news columns. On the night in question, a house in the suburb of Wilder's Park, about three miles from town limits, caught on fire from some unexplainable

cause. There is no provision made in the neighborhood for such an event and the result is, if the fire can not be put out with a few buckets of water, it must be left alone to burn until the fuel is exhausted. A party of wheelmen were out at Jacob Park, two miles beyond the fire, and seeing the fire started back to be of service if possible. They arrived on the scene just as the family occupying the house were aroused, and the six cyclists started in to save what furniture they could. They succeeded in saving nearly all of the furniture on the first floor, and then hearing of the existence of a wine cellar, they turned their attention to that and saved the contents with one exception. There was a barrel of twenty-two year old whisky which they tried very hard to save, but were unsuccessful. In twenty minutes from the start of the fire there were over sixty wheelmen on the grounds and not one other kind of conveyance. Had it not been for the wheelmen nothing would have been saved from the ruins, as when the fire went out there was not enough wood left in the ruins to build a fire in a kitchen stove.

Another Decision in Favor of the Bicycle.

Last November B. B. Lowenson was riding on the streets and was suddenly run down by a negro carriage driver, who suddenly turned around the corner on the wrong side of the street. The result was that the rider was injured, his wheel was run over, and so badly damaged that it cost him \$75 to have it repaired. He tried to convince the owner of the carriage that it was the driver's fault, but the owner refused to pay for the damage. Then the cyclist entered suit in a local magistrate's court and the case was called for trial yesterday. It was hotly fought by both sides, the wheelman having witnesses, the other side stubbornness. After hearing the evidence and arguments of both sides, Magistrate McCann rendered judgment in favor of the wheelman for the full amount sued for. In rendering judgment Magistrate McCann took occasion to say that. A bicycle has the same rights of the road as any other vehicle; that it is a vehicle in both the legal and common acceptance of the term; that the same rules apply to it as to other vehicles; that the rider of the bicycle is not obliged to turn aside and give way to any other vehicle when he is on the right side of the road. This is the second time that this question has been raised in this city, the first magistrate (Camp) decided in favor of the rider, but did not express himself as did the second one.

Tandems Break the Hour Record.

Baras and Meline rode 28 miles 890 yards on a tandem in the hour at the Buffalo track Paris recently.



L. A. CALLAHAN, HOLDER OF THE WORLD'S TWENTY-FIVE MILE ROAD RECORD.

INDORSED BY SOCIETY.

Philadelphia's 400 Take up Cycling and Now the Sport Is Booming —Two Club Road Races.

PHILADELPHIA, June 2.—Cycling within the past few weeks has received the indorsement of society of this city, and a club has been formed, the name of every member of which appears on the assembly list. The 400 of this and other large cities have up to this time held aloof from this most healthful of outdoor exercises, as they did of roller-skating a few years back. Philadelphia society then took the lead and indorsed the "fad" and in a short time there were a dozen clubs organized, and even private rinks constructed. When society makes anything a "fad" it goes the full length on it, and this has been shown to be true in this case. Several of the younger members of the Rittenhouse and Philadelphia Barge Clubs have advanced the idea, and though the suggestion was at first coldly received, these gentlemen persevered, and attired in neat suits

They Displayed Athletic Figures

on the wheels. The young women were enthusiastic, and that settled it. Everybody wanted to join, even the ladies themselves. Each day would find an addition to those who rode the wheel, and so general did this become that there was a general opinion that a club should be formed. A meeting was called for that purpose, and the result was the birth of the Centaur Club, with Dr. J. William White, president; Evans R. Dick, treasurer, and R. R. Taylor, Jr., secretary. A house was rented at 1709 Rittenhouse street, and it was not long before over a hundred names were enrolled on the membership list. In addition to the men

There Are Fifteen Lady Riders.

The membership was divided into three classes, regular, lady members, and juniors.

In their enthusiasm the members have introduced a number of features to enhance the pleasures of riding. It is proposed to have tours to the "Anchorage" and "The Country Club," in the suburbs of this city, and "teas" are to be a feature, three of the latter, at least, will be given each week, the gentlemen entertaining the ladies as well as being entertained by them. When winter comes it is proposed to give three or four dances, both in this city, and at some suburban resort, all the membership going to the out-of-town place on their wheels.

The present Rittenhouse street house is only temporary, for as soon as everything is in working order the members propose to have a home that they will own themselves, and fit it up to their own taste and liking.

In Adopting Cycling as a Fad,

the swell are following France instead of England. In Paris dukes and duchesses ride on wheels, and the parks are filled every morning with women of high social position rolling along on bicycles. The women's costumes are designed by such masters of the dressmakers' art as Worth and Felix. The women wear short skirts and knickerbockers, and in many instances appear without skirts at all, or an entirely masculine habit, without attracting any unusual attention from the passers by. The knickerbocker and short skirt costume is the popular one with the members of the Centaur Club, and it will be but a short time when the fair daughters of the old Philadelphia families will be rolling along Philadelphia's asphalt streets in this picturesque dress.

The Seventh Annual Century Run

from Newark, N. J., to this city, one of the most important annual cycling fixtures for wheelmen in this section, will take place next Saturday, and the indications point to a most successful run. Since last year's run nearly a dozen new clubs have sprung into existence, and these will greatly increase the attendance. The dropping out of the Century Wheelmen from the competition for the prizes has had a tendency to stimulate the interests of the members of other clubs, and each organization is trying its best to outdo the other in point of numbers, which insures a close contest for the three prizes. The special prize to be awarded to the club bringing in the largest number of members, which has a membership not numbering over thirty-five, is also being sought after by the smaller and younger organizations.

The challenge recently issued by the Quaker City Wheelmen to compete in a team race against any local cycling club, has found another acceptant, this time the Century Wheelmen. Captain Allen accepted the challenge several days ago, and Saturday, September 8, has been mutually agreed upon as the date of the race. The race will be a five-mile event and the teams will consist of six men each. The Montgomery avenue course has been selected.

The Quaker City Wheelmen held their second five-mile road race of the season yesterday over the Montgomery avenue course. There were over a dozen competitors, and the men were pretty well bunched from start to finish. R. Parker Rich, one of the scratch men was the winner. His time was 12:58, Frank N. Dampman, the other scratch man, was second in 12:59; Thompson, 30 seconds, third, 13:15; Estoclet, 30 seconds, fourth, 13:16; Pollock, 30 seconds, fifth; Uhler, 1 minute, 15 seconds, sixth, 14:05.

HAMILTON'S GREAT RIDE.

DENVER, COLO., June 2.—With the rain falling in sheets and an unobstructed view of a road covered with three inches of Colorado mud, ninety-one out of 102 entries faced the starter in the sixth annual twenty-five-mile road race on Decoration Day. The determined efforts of Jupiter Pluvius to have the race declared off were of no avail; he did not even succeed in

dampening the ardor of the 2,000 eager spectators who shivered and shook in the chilling downpour for half an hour waiting for the signal that told them the race was on.

At 10:35 the crack of Starter Kennedy's pistol was heard, and a deafening shout arose as J. F. Crozier, the only 15-minute man, with difficulty mounted the machine which seemed possessed of an insane desire to slip and slide in every direction except ahead. Five minutes after Crozier, the 10-minute man was started in hot pursuit, followed 1 minute later by the 9-minute delegation; and from that time on till 10:50 Clerk of the Course Miles and his numerous assistants were kept busy getting the remaining classes into their positions. Promptly at 10:50 the final crack of the ominous gun announced to the multitude that the scratch men, McGuire, Gerwing, and Hamilton had started on their wearisome journey.

There was a mad rush for the special train of eighteen coaches, which stood ready to carry the crowd to the end of the course. From the start to Brighton only an occasional glimpse of the riders could be had, and all sorts of bets and speculations were being indulged in as to who would be the first man to appear at Brighton. When that place was reached the train disgorged its load of human freight, and the crowd hurried to the roadside, jostling each other in their eagerness to secure a post of vantage. When at last word passed down the line that the first man was sighted, Hamilton was the leader. He had passed every one of the eighty-eight contestants who started ahead of him before the seven-mile post was reached.

The train soon after sped on its way toward the finish, and arrived there in time for the spectators to line up along the road, ready to welcome Hamilton, who crossed the tape at 12:12:03, having been on the road 1 hour 22 minutes 3 seconds, just 18 seconds under his last year's time. Himstreet, of Cheyenne, with 2 minutes, came in second. Time, 1:28:10, closely followed by H. R. Renshaw, winner of first place in last year's race.

The following table gives the names of the first twenty-five men, as they crossed the tape, with their handicaps and actual time:

NO.	RIDER.	CLUB.	HANDICAP.	ACTUAL TIME.
1	W. W. Hamilton	D. W. C.	scratch.	1:22:03
2	C. Himstreet	Cheyenne	2:00	1:28:10
3	H. R. Renshaw	D. W. C.	2:30	1:28:50
4	C. W. DeKay	Laramie	2:30	2:29:38
5	A. A. Baxter	La Junta	8:00	1:35:09
6	Clyde Turnbull	D. W. C.	1:30	1:28:40
7	Milo Cornwall	Ramblers	2:30	1:30:09
8	R. Gerwing	D. W. C.	scratch.	1:27:41
9	O. M. Langan	D. W. C.	3:00	1:31:05
10	I. C. Edwards	Ramblers	6:00	1:35:16
11	D. Muir	Rock Spring	7:00	1:36:25
12	J. M. Daniel	D. W. C.	3:30	1:33:11
13	J. D. Parker	H. W. C.	3:00	1:32:50
14	C. S. Price	D. W. C.	4:30	1:34:45
15	W. A. Beck	Ramblers	5:00	1:35:56
16	W. S. Daniels	Laramie	1:00	1:31:58
17	Max Kreitz	D. W. C.	6:00	1:37:10
18	E. H. Perkins	Ramblers	7:00	1:35:50
19	E. J. Merriam	Ramblers	8:00	1:39:27
20	E. T. Smith	D. A. C.	7:00	1:38:28
21	G. A. Phillips	Ramblers	3:00	1:34:10
22	H. E. Dickson	Rovers	1:30	1:33:20
23	R. J. Frane	Ramblers	6:00	1:38:01
24	S. T. Hathaway	D. W. C.	7:00	1:39:16
25	W. H. Holloway	H. W. C.	4:00	1:36:18

SANGER'S REPLY TO JOHNSON.

SYRACUSE, N. Y., June 4.—An effort was made recently by a prominent trainer to bring John S. Johnson and Walter Sanger together at bicycle races to be held in New York on June 23. Sanger was interviewed in Springfield and declared that he would see enough of Johnson before the season was over. Johnson tore his hair when informed of the Milwaukee man's statement, and now he will meet him for love or money. The New York wheelmen wished to put up a handsome trophy for such a race, but Sanger would have none of it. People in Syracuse say he is afraid.

The champion of Canada, Wells, will make Syracuse his home for two weeks in June. Wells knows that Hyslop will prove a formidable opponent, and means to be in the best of form when they meet north of the St. Lawrence.

Johnson will come to Syracuse in the fall and try for records on the Syracuse Athletic Association track. Stearns says he doesn't care whether the L. A. W. recognizes machine or horse paced records—he means to have Johnson ride in time which will stand for years. Thomas Wisdom Eck says he has invented a scheme whereby a rider can easily cover a mile in 1:40. He does not state whether it is behind an express train or not. Eck says that Johnson will race Zimmerman when the champion returns to this country. Does this mean that Johnny is willing to turn professional? By the way, a Syracuse lad received a letter from Zimmerman last week, which stated that the ex-amateur is running in better shape than he expected. Zimmerman says that Johnson will have ample opportunity to try conclusions with him when he re-crosses the Atlantic. Here's a case of horse and horse. Who wins the next throw?

Marinette, Wis., will give a two days' meet June 22 and 23, and will put up a \$1,000 prize list, which was guaranteed at a meeting of the principal citizens of the town. C. M. Fairchild, editor of the *North Star* is managing the meet.

WHEELER IS VICTORIOUS.

He Defeats Louvet, Zimmerman's Most Dangerous Rival—Details of the Bordeaux-Paris Road Race.

PARIS, May 21.—While the French public that go to cycle races is waiting for Zimmerman to get in shape, either to beat or get beaten, it can gather some doubtful satisfaction from the manner in which the champion's side partner, Harry Wheeler, is showing his back to their best riders.

Sunday, May 20, at the Buffalo track, Wheeler defeated his field of thirteen starters, which included Louvet, the 100-kilometer champion of France, who is reputed to be, if in form, the best rider in France. The finish of the race was a fight between Louvet and Wheeler. The two remained together throughout the six and one-fifth miles (ten kilometers), Louvet hanging to Wheeler's rear wheel and refraining from making any pace. The Frenchman was up for the first time in the season and he was

Out to "Do" Wheeler.

The verdict was that he was "beaten at his own game."

Thirteen men on a five-lap track made the situation such that no opportunities could be safely thrown away, for, beside Louvet, Wheeler had to look out for Dumond, who recently beat him and all the Britishers at Herne Hill, and Baras, a dangerous man at all times.

Moreover, Dumond nearly won the race. He thought he was going to win it, for he took the last turn slightly wide and came down the incline with the advantage, which, it is well known, can be gained from most banked tracks. Louvet was on the pole, having run in behind, as does the circus lady in the chariot race, as Wheeler led around the turn. Wheeler bent over in his sprint for home, with Louvet a half length in the lead. He overtook the Frenchman about thirty yards from the tape and "looked at him" over his left handle-bar as he led the way across the line by about half a length.

Wheeler's reception was cordial, but certainly not demonstrative. Louvet is very popular among his townsmen, who do not like to see him lose. He is a handsome fellow, sits admirably on his wheel and rides with the approved arrow-like movement. In America he would surely run the risk of being called

A Grand-stand Performer, or the "Pretty Boy,"

were he to come out in his black suit with large yellow butterflies. Withal, however, he is a gentlemanly chap, and he shook Wheeler's hand after being beaten.

The day's racing proved to be of unusual interest, particularly for Americans and Englishmen, for, besides Wheeler's winning, Crooks captured the 900-meter handicap, and Edwards did Britain proud by defeating the veteran Medinger in two out of three races for a \$300 purse.

Wheeler came to the scratch for his heat in the handicap, but couldn't catch the forty-five and fifty meter men. Crooks was the virtual scratch man in his heat, and had a race for his life to get in at the finish with Jallu, a fifty-meter man, and even then Jallu beat him out by an indefinable margin. Its being the fastest heat was the only thing that let "Crooksie" into the final. He rode with a slightly improved head in the final, although he beat one Spoke by only "a breath." Crooks' time for the 900 meters (984½ yards) was 1:16½.

The Edwards-Medinger Match

race was as clever an exhibition of "foxy" track work as has been seen for many a day. Both men may be aptly termed "old birds," and to all appearances they were after each others plume feathers. The first race was for two, the second five, and the third two kilometers. Edwards lost the first, but won the second and third. He would have won the first had he not looked around to see whether Medinger was coming. He was coming and he beat Edwards out by a few inches. Medinger followed in a rather "dogging" manner in all three races and there was no contest at any time except in the final sixty or seventy yards. In the last contest Edwards played Medinger the kind of a game the latter is said to have dealt to others, and used as much of the track as he chose to while leading the way to the tape. Medinger quit and threw up his hands—after he was clearly beaten—and claimed a foul, but the judges couldn't see it.

The Bordeaux-Paris Road Race,

an event which for four years past has stirred the cycling population of France to great excitement, was finished yesterday under favorable conditions, and a Frenchman proved the winner. The distance, according to this year's route, which was changed slightly from that of the previous contests, was 591 kilometers (367½ miles), and Lesna covered it in 25:11:07—an average for the entire distance of nearly fifteen miles per hour.

Lesna was "tipped" to win the race, although Lumsden, Sanson, and Lucas, the Englishman, and the Allard brothers were well liked by many. Lucas, holder of the Liverpool-to-London record, came in second, and the general belief is that, had he been properly attended to along the way, or, rather, had he been looked after at all, he would have won the race. He went the entire distance unattended, unable to speak a word of the language, and with no nourishment to speak of until within twenty-five miles of Paris. At one point he made a request as best he knew how that some food be put in the basket which he carried on his handle-bars. The person to whom he applied proved to be a cur of a trainer for some other rider, who wrapped up a leather mudguard, Lucas discovering the deception after he was well on his way from that point. Lucas finished 30 minutes and 30 seconds after Lesna. The last twenty-five miles of his journey was made easier by the aid of a coterie of Catford club riders who

gave him food and drink and paced him into Paris. The route followed by the riders was, Angouleme, 127 kilo.; Ruffec, 169 kilo.; Couche-Verac, 200 kilo.; Poitiers, 235 kilo.; Sainte-Maure, 304 kilo.; Tours, 339 kilo.; Blois, 398 kilo.; Orleans, 455 kilo.; Etampes, 519 kilo.; Versailles, 573 kilo.

The Finish in Paris

was upon one of the trotting tracks, where the public was permitted to pay its way in and see the victor go round the ring while the band played "La Marseillaise." A morning paper inquires, "Why didn't the tooters play 'Heil dir, Helvetia?'" because Lesna is a Swiss. *Le Velo*, the green hebdomadal "authority" of Paris, establishes his birth at the town of Locle, Switzerland, in 1863. In his native land he was the heir to the throne of Masi, whom Americans, Chicagoans in particular, will remember well.

On the night while the Bordeaux-Paris race was being run the "cycle district" of Paris was like a public fete ground. The good people of the Bois de Boulogne and Trocadero neighborhood turned over in bed at the sound of fire-crackers and murmured, "More dynamite," but it was only the wheelmen of "cycle row" celebrating. Lesna's escort of honor into Paris consisted of about a thousand cyclists and cyclistes. The following is the order of finish up to the first six: Lesna, Lucas, Sanson, Lumsden, Berthier, Guignard.

Frank Waller, the American, was a starter and rode well up to Etampes, 519 kilometers. The dispatch from that point said that he "arrived there with his back broke and quit." Frank rode the first fifteen miles in less than 40 minutes and, of course, ran himself out. He was a 25 to 1 shot in the betting.

The First and Second Men

at the finish of the race each year have been as follows:

1891—G. P. Mills and M. A. Holbein (English amateurs being permitted to compete that year by the N. C. U.).

1892—Stephane and Vignaux.

1893—Cottureau and Stephane.

1894—Lesna and Lucas.

Ashinger has been somewhat down in his luck, and in his failure to win races has reached a condition where "a few dollars would be thankfully received." It was reported that "Ash" was on the verge of starvation, notwithstanding the fact that he looks fatter than he has for several years. However, a purse was started and he was soon richer to the extent of about 300 francs. "Dutch" Waller was inclined to be skeptical as to "Ash's" imminent death from starvation. "I don't beleeve he vos hoongry, had he?" commented Frank? "I teenk eet ees vone of hees gags."

The French papers have it that Johnny

Johnson Has Decided to Turn Professional

and that he is to do his "flopping over" on the Waltham track. Little or nothing is said here concerning his probable (?) coming over to race Zimmerman.

"Zim" continues to grind off the miles in practice, and Troy expresses great satisfaction with his progress. After the race meet the people hang over the fence to watch him train.

Most any evening of the week the wives or best girls of the managers or of the other racing men may be found at the track watching Zim ride. When not at work on the track Zim is being continually called upon to lift his hat in acknowledgement of salutes from fair ones. He has therefore taken to the most economical sort of head-gear in the shape of a little Eaton cap about the size of an Aunt Jemima pancake.

Since the day when Arthur first came down from that old Star on which he beat Willie Windle, he has not changed position or reach on his safety machine. And with the exception of moving up from sixty-three and one-half to sixty-seven and one-half inches he has not changed in the matter of speed gear. (He still clings to the belief that he can "shift" best on a sixty-three and one-half inch, but Troy will not listen to it.) Every new machine that comes to replace one that has become too much worn, must be as near like the old one as possible. Zim does not believe in experiments.

He is expected to mount for his first race in ten days or two weeks, and his debut will be at the Buffalo track. The papers name June 3 as the date.

As the presence of five or six thousand people practically fills that place, it is hard to say where the ten thousand or more who are sure to come to see Zim, will be planted.

The Great American Flyer

is a trifle apathetic on the question of training, and goes at his daily sprint somewhat as a man goes to the shed to split some wood for the kitchen stove.

Once at it, however, he goes all right, being buoyed up, perhaps, by the prospect of a sackful of gold francs that he hopes to win this summer.

Zim and Wheeler make a pair to keep Willis Buncombe Troy busy enforcing mild restraints. W. B. went to England a few nights ago, and before his cab was a block away from 49 Boulevard du Chateau, the two incorrigibles were out and away to see the sights of the city. W. B., knowing their instincts, thought he would see whether they would take advantage of the "cat being away," etc., and turned his cab about after going a short distance.

Mrs. Troy said they had gone to bed. "No they haven't," said W. B. A look into both their rooms disclosed the fact that they *hadn't* gone to bed.

W. B. didn't start after them, but went on to England.

J. M. ERWIN.



FLASHES OF CYCLING LIFE

BY THE IDLER

THE

cyclist is having his turn at bat. He is, to borrow a phrase from the vernacular, "big people." He is run after. He is *wanted*. The poorest, meanest cyclist in town is just a little bit better than the best man in any other set. His experience and his knowledge of the technique of the wheel sets him up on a pedestal before which all classes bow down.

In other words, a craze for cycling has overswept the country like a funnel-shaped cloud, and those lucky dogs who were in on the ground floor, as the saying goes, find that nothing is too good for them.

Of course, the real, genuine cyclist knew all along that it was coming and bided his time. The time, in the very fullness thereof, is now his and he can be expected to make the most of it.

The great mass of cyclists, the club men, the road riders, the racers, the pastime wheelmen do not yet know they are little tin gods on wheels, but they will all learn it ere long and then, I presume, nothing will be too hot or too heavy for them. My dear reader and rider, do you know who Mrs. Jack Gardner is? Did you ever hear of young Mrs. Astor? Have you ever been fortunate enough to see—at a safe distance, for its roads are no thoroughfares—the tree-tops of Tuxedo Park? No? Well, I'll tell you.

Mrs. Jack Gardner is the glass of New York fashion, and Mrs. Astor is the light that makes visible therein the image of everything that is. And Tuxedo Park is the swellest, swaggerest, most exclusive, most cultured, and most refined, most inaccessible breathing spot on the face of the big round globe.

A simple announcement was made the other day in the society papers: Tuxedo Park has taken to the wheel. Mrs. Gardner says it's the most fascinating sport she ever had. Mrs. Astor delights in it. Well, I declare!

Next came word that the ladies on the Lake Shore drive have found the wheel a much better open-air exercise than horse-back riding.

There you are!

What more do you want unless you are the veriest blockhead that ever pumped a tire?

Now just watch the daily papers! O, but won't they go in for cycling "stuff!" O, but won't they publish such fine pictures! O, but won't everybody want to know all about the wheel, and the proper way to ride! And won't the swell doctors rush into print to say that kyphosis bicyclistarum is all nonsense! And won't there be a general how d' do about it!

But, in sober truth, society—and that, the very best society in this land of shoddy, codfish, sugar, cracker, iron, and hog aristocracy has "taken up the cycle," and now, we may reasonably assume that the cycle's fortune is made. Of course it was bound to come. The wonder is that it has been delayed to this late date. Society people, after all, are only plain flesh and blood, and what flesh and blood is it that, having once tasted the sweets of cycling, sigh for aught else under the sun? It is now to be expected that cycling will turn this good republic of ours topsy-turvy, and that the craze will last just so long as the novelty of the thing is fresh. But the novelty will wear off and the cycle will remain as a common-place fixture in the home of every bloated aristocrat in the land.

And yet the great roots of the noble tree will forever be fixed among the masses of the people. Cycling is the one great compensation of the middle classes. There is no luxury which mere wealth can command that equals the glorious pleasure of the wheel. Some perverse genius, in love with humanity, snatched it away from princes and scattered it with prodigal hand among the people. That genius was evidently of a mind to make of the people a race of strong men and women; the purpose he had in view was to sow a seed that would blossom into a flower of ripe health for all. If the rich are the last to profit by the blessing the rich can blame themselves alone.

Great is the bicycle!

Long may it wave!

A Thrilling Experience.

The crowd was swapping stories about their experiences on the wheel, good, bad, and indifferent, when a little fellow who hadn't said anything, spoke up and told a funny tale. "The funniest thing I ever knew to happen to anybody," he said, "happened to me when I learned how to ride the wheel. It was years ago, when safeties were not even thought of. I was then living down in Boston, and I was about six inches shorter than I am at the present time. I was much impressed with cycling, and I induced my father to buy me a wheel. He did. I thought it was the highest thing I ever saw. The second day I had it I determined to go out and teach myself how to ride. I thought the best way would be to get into the saddle from a chair, and so I brought out a chair and prepared to mount. It was remarkable, miraculous, I may say, but on the first trial I got into the saddle all

right, and through some mysterious influence my feet lit on the pedals and away I went.

"This is a picnic," I said to myself. 'I always thought that it was hard to learn how to ride a wheel.'

"And so I rode off down the street, turned a corner as nice as could be and was enjoying myself immensely. The sensation of the motion and the elevated seat was simply delightful. At last my legs began to grow tired and I thought I would get off. But there was the rub. Get off, I couldn't. I had no more idea of how to dismount than the man in the moon. I called out to a man passing by to help me. He thought I was joking and laughed at me. I halloed to several others and they all treated me in the same manner.

"Then a great, unspeakable fear began to steal over me and soon I was bathed in the perspiration of sheer fright. What was to be done? The situation was becoming serious. At last, unable to bear the torture any longer, I gave the handles a tight grip and threw my right leg back with the intention of vaulting over the saddle. That settled it. Bicycle and I began to fall sidewise together and it seemed an age to me before we struck the ground. My knees were pretty badly skinned, but otherwise I was safe. So was the wheel. I rolled it home, and soon after I learned the trick of dismounting. But I never forgot that ride, and I believe that if a man can have a foretaste of Sheol in this world I had it then."

Beast, Not Cyclist.

The "wheelman" who ran down the eight-year-old girl of ex-City Clerk Van Cleave is a person who would look mighty handsome and comfortable with a rope around his neck and his body dancing a jig in the air. There are some pretty mean men in this not over-good world, but that particular party is entitled to the highest place in the whole catalogue. This low-lived codger ran over the little girl in Michigan avenue and rode right on with her cries of pain ringing in his ears. He didn't even stop to lift her up, to help, in what measure he could, to repair the damage he had done, or even to carry her in his arms to the nearest surgeon's office. The little girl is in a bad way and may be a cripple for life. The popular ex-city clerk has offered \$100 reward for information that will lead to the identity of this scoundrel.

Let all genuine wheelmen take this opportunity of disowning the remotest kinship with such a brute. No true cyclist could be guilty of such wantonness as was this especial beast. And it is to be hoped that the great fraternity of cyclists will not be held responsible for his inhumanity. It is safe to say that he is not a club man or in any way affiliated with the better class of cyclists. It is to be hoped that Mr. Van Cleave will catch him and that he will get what he deserves. Such fellows are the drunken draymen of the cycling world.

Wasn't Able to Ride.

"Did you hear about Crack A. Jack and the big Chicago road race?" asked Smith of Jones.

"Who?" said Jones, "the fellow they tipped as winner of the time prize."

"Yes."

"What was the matter? Did he come in last?"

"No, it was worse than that."

"Fell down and broke his leg?"

"Worse than that."



"I know," said Jones, brightening up, "he was clubbed by a policeman out in Evanston."

"He just wishes he was," suggested Smith.

"Well, what *was* the matter?" queried Jones, now all impatience.

"Why, he didn't ride at all," said Smith.

"Was he overtrained?"

"Why, if that was all——"

"Had to go to a funeral?"

"No—not exactly he——"

"He what?"

"He just died of small-pox the day before the race."

TAXIS BADLY INJURED.

NEW YORK, June 2.—The race meet of the Crescent Wheelmen of Plainfield, N. J., which was given there today, was a complete success and was attended by over 3,000 persons. It was also the occasion used to formally open the new oval shaped bicycle track which is one third of a mile in size, and built on a foundation of cinders and macadam, the surface being of clay and gravel. No real criticism of the track, from a time standpoint, could be made, owing to the inevitable rain, which always falls just when and where it will knock the plans of the cyclists sky high. It was the first meeting this year of any of the Class B men in the immediate vicinity of this city, and more than an ordinary amount of interest was felt by the wheeling fraternity hereabouts.

The entry list was extremely large and in some of the events it was necessary to run as many as five trial heats and a final. The prize list was really good and was actually worth \$2,000 or more. The times made in each event were good and had it not been for a severe accident which happened to W. W. Taxis, in the second race, every thing would have passed serenely. As it was, Taxis received injuries which will necessitate his withdrawal from active racing for some time to come, and although he is not seriously hurt, his injuries are nevertheless severe. The fall occurred in the one-third-mile scratch, Class B race. Six men were entered.—W. W. Taxis, C. M. Murphy, Geo. F. Taylor, F. J. Titus, W. A. Wells, and A. Silvie; the latter did not start, and the others remained bunched into the stretch, Taxis riding in the middle of group. As he entered the stretch, his wheel slipped, throwing him on the right side of his head, Taylor falling over him. In falling, Taxis turned a complete somersault from his wheel. Taxis was attended by Drs. Lowrie and Fritts who picked him up in an unconscious condition. His head is severely wounded, as is his right ear, and all the other fine points of his anatomy. Titus, Murphy, and Wells continued on and finished as named. Wells protested Murphy for his foul riding, claiming Murphy had cut in front of him, without being the necessary distance ahead, thereby compelling him to slow up and lose all chances of winning.

Referee Prial ordered the race to be run over, but both Wells and Titus refused to race with Murphy, who decided to ride alone, but owing to his chain breaking on the first shove, Wells, who is also manager of the Spalding team, gave Prial warning that he would protest the event and send a formal objection to Chairman Raymond, on what he termed the arbitrary ruling of the referee.

Raymond Mac Donald showed to excellent advantage, and bids fair to develop into a crack-a-jack before this season ends. Ray Dawson, the king-pin Class A man of Father Tom Eck's team won the two-thirds of a mile race for boys under eighteen years of age, in easy fashion, but his heart

seemed all gone when the two mile handicap was being run, and that too after having won a place in the finish.

Summary.

One-mile novice.—This race was run in five heats, the first two men in each heat riding in the final, which resulted as follows: B. Jacobus, Mont Clair, N. J. first; I. N. Line, Plainfield, N. J., second; F. G. Hedge, Brooklyn, N. Y., third. Time, 2:37.

One-third-mile scratch, Class B.—This is the race in which the accident and protest occurred. There were five starters, out of six entries, Silvie being the only absentee. The race was won by F. J. Titus; C. M. Murphy, second; W. H. Wells, third. Time, :45. Wells, protested Murphy, and when the race was ordered run over again, Titus and Wells refused, the referee thereupon presenting first prize and the race to Murphy.

One-mile scratch, Class A, for local riders.—There were six starters, among them being A. H. Barnett, the plucky winner of the Irvington-Milburn race. Willis led the first two laps, when Barnett sprinted and got the lead, which he could not retain, as both Brown and Willis passed him on the run for home. Charles Brown, Plainfield, N. J., first; James Willis, Westfield, N. J., second; A. H. Barnett, Westfield, N. J., third. Time, 2:30³/₅.

Two-thirds-mile, Class A, final heat.—W. F. Simms, first; Chas. Brown, second; James Willis, third. Time, 1:44¹/₅.

Two-thirds-mile, Class A, for boys, final heat.—Ray Dawson, Booneton, N. J., first; I. A. Powell, New York, second; W. A. Barbeau, New York, third. Time, 1:43.

One-mile-handicap, Class B.—The entries were as follows: W. W. Taxis scratch; G. F. Taylor, scratch; C. M. Murphy, scratch; F. J. Titus, 20 yards; W. H. Wells, 60 yards; A. Silvie, 60 yards. Taxis and Taylor did not start. In this event every one was trying to out-sprint each other. Silvie being the most work. Silvie won by inches; Titus, second; Wells, third. Time, 2:27²/₅.

Two-mile handicap, Class A, final heat.—H. H. Maddox, 80 yards, first; A. H. Barnett, 100 yards, second; A. G. Hoppe, 180 yards, third; Geo. Merchon, 160 yards, fourth. Time, 5:04.

One mile, Class A, consolation.—This event had the best known Class A men present in, and was easily won by the intercollegiate champion, F. F. Goodman, New York; Monte Scott, Newark, N. J., second; E. L. Blauvelt, Newark, N. J., third. Time, 2:54³/₅.

Springfield (Ill.) Meet.

SPRINGFIELD, ILL., May 30.—The races given by the Capital City Cycling Club today resulted as follows:

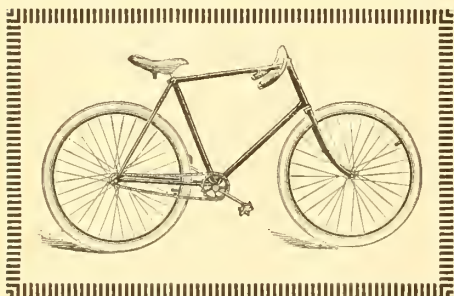
Quarter-mile open.—Thayer, first; Caldwell, second; Sattley, third. Time, :32¹/₅.

Half-mile handicap.—McConnell, 20 yards, first; Danner, 80 yards, second; Caldwell, scratch, third; Howarth, 80 yards, fourth.

One-mile open.—Thayer, first; Sattley, second; McConnell, third. Time, 3:02¹/₅.

Two-mile handicap.—Barnett, 150 yards, first; Thayer, scratch, second; Caldwell, 75 yards, third; Sattley, 75 yards, fourth. Time, 5:45¹/₅; scratch man's time 5:49¹/₅.

Five-mile handicap.—McConnell, 350 yards, first; Edwards, 600 yards, second; Stewart, 100 yards, third; Hurst, 600 yards, fourth. Time, 15:21.



TRIBUNES WIN ! Records Broken ! !

GOOD WORKMANSHIP AND CYCLOIDAL SPROCKETS TELL.

In the Koster Road at Erie

Tribunes Win 12 out of 19 Prizes

S. D. White on a "Model C Tribune"

Makes The 15 MILES in 42:42 BREAKING THE RECORD for that DISTANCE.

Tribunes Win at Terre Haute. Two 1st and One 2d Place.

IF YOU WOULD WIN RIDE THE EASIEST RUNNING WHEEL IN THE WORLD

Write for Catalogue and Agency.

MENTION THE BEARINGS

THE BLACK MFG. CO. ERIE, PA.

NOTES FROM THE CIRCUIT.

The old veteran, Charlie Iven, of Rochester, is once again a familiar figure on track and road. In the Irvington-Milburn he was fourth in place and time, and rode the last ten miles with Allen and Barrett in 27 minutes, the last five in 13:06, the latter the fastest time ever made for the distance on the road.

Callahan had a fall while training on a gravel track near Cohoes. Tom Eck was shrewd, inasmuch as he took all his men to Cohoes where there was a track to ride on, no matter what the weather, while the others took a week's loaf at the Mansion House, Troy.

Previous to the Troy meet, June 4, the racing men had had a good long rest, owing to rain. At Rome and Utica, it rained Decoration Day and several days before and after. The Cohoes meet, June 2, was postponed owing to rain. The men were stiff and sore and last Sunday all repaired to an old gravel track near Albany for the much needed practice work. There are two parties on the circuit that will never pull together. One is the Stearns crowd from Syracuse, the other the men who trained at Hampden Park. A barrier exists which may and may not be broken down. The boundary line is not definable, nor need it be defined. Suffice to say, it will be the aim of every Springfield man to wallop Syracuse right and left. And the latter are after a few scalps themselves.

Sidney J. Black, the safety trick rider, has a ladder sixty feet long which he will arrange with meet promoters to ride down from the top of the grand stand. He lately rode a twenty-one pound Cleveland down a flight sixty-five steps in 1³/₄ seconds and the wheel stood the test, admirably.

Report said that W. C. Sanger, the Milwaukeean, had been quietly married during the winter. This Sanger denies in strong terms. He is still the same big, whole-souled, strong-limbed fellow, heart and fancy free, with no thoughts of marriage for years to come.

Oscar A. Green, of the Troy Bicycle Club, chairman of the entertainment committee, reception committee, race committee, etc., was the whole club to the three score and more visiting wheelmen at Troy. He was a royal entertainer and not one of the visitors but will ever remember his week spent in Troy.

How it was accomplished, no one understands, but Eddie McDuffie entered both classes at Troy, and was handicapped in A and B. In the former he was on scratch and in the latter was given a liberal allowance.

Palmer tires are meeting with warm competition for racing honors. At Troy last Monday, Palmers captured eighteen of the thirty prizes, New York tires six, Victor tires three, and Rambler, Columbia, and Dunlops each one.

B. K. Hotchkiss will probably take in the entire circuit for the New Tire Co.; Kirk Brown is expected to represent Dunlop; Wm. Herrick, for

Morgan & Wright, and F. Ed. Spooner, the Palmer Tire Co. There will be considerable hustling to find the wheel and tires of the winning men in Class A events.

Mr. Sidwell, formerly of Sidwell & Sabin, will accompany the Union team as manager, and with Sanger and Tyler, and trainers Dumbleton and Webb, will wear red, white, and blue striped straw hats.

THE BEARINGS note stating that Dirnberger would probably leave the Rambler team, set many of the managers and trainers at Troy to speculating, and not a few telegrams went hotly over the wires toward Chicago. Mike's abilities are appreciated, and he is recognized as a good man.

It is rumored that Taxis will never race again. He entered the lists this year after a long and earnest protest from his mother, who is wealthy. She follows the career of her boy as only a loving mother can, and such an accident as the Plainfield, N. J., catastrophe is apt to shock her considerably. It is to be sincerely hoped that this may not be the case, as Taxis is both a speedy rider, and one of the fairest that ever straddled a wheel. He is popular with everybody.

Sanger and Tyler call Dumbleton and Webb, their trainers, "Papa Bundles" and "Mamma Webb," and are apparently on close and affectionate terms with them. Webb is an athlete of long standing, being instructor in the Springfield Bicycle Club's gymnasium. Tyler and 'Arry Leeming, his old trainer, do not speak. Leeming is sore because Tyler got Sanger away from him, for he had arranged to train the Milwaukeean this year. 'Arry's ambition is to train a man to beat Tyler, and to get another to beat Sanger. In Arnold he professes to have the former. The latter is still in embryo.

A Mississippi Meet.

JACKSON, MISS., May 30.—The Decoration Day meet of the Canton Cycling Association was held on the Canton race course this evening. About seven hundred people were in attendance, and much enthusiasm was manifested. Summaries:

One-mile Mississippi championship—B. L. Roberts, first; R. H. Holmes, second; E. S. Berry, third. Time, 2:52¹/₂.

Half-mile Madison County novice—W. P. Holland, first; H. W. Campbell, second; L. Hosley, third; W. B. Clem, fourth. Time, 1:29.

Five-mile Mississippi championship—W. B. Stinson, first; E. S. Berry, second; R. A. Brantley, third; W. A. Stanton, fourth. Time, 16:51.

Half-mile open—W. M. Yandell, first; R. A. Brantley, second. Time, 1:17.

One-mile handicap—O. M. Yandell, first; R. B. Brantley, second; Ed French third. Time, 2:51¹/₂.

Ten-mile Mississippi championship—B. L. Roberts, first; W. A. Brown, second. Time, 35:25.

Quarter-mile consolation—Ed French, first; W. B. Clem, second. Time, :41.

As Usual Decoration Day Doings of the Raleigh

Chicago (Pullman) Road Race.....**First Time** (C. H. Peck)

Same gentleman also wins all Class A events in the P. M.

Irvington-Milburn Road Race.....**Second Time and Place**

J. H. Allen does it (25 miles) in 1:13

H. H. Maddox and R. Macdonald at Asbury Park scoop in all Class A events.

Those Raleighs "**THEY RUN SO EASY**"

Raleigh Cycle Co.,

2081 7th Ave., New York.

289 Wabash Ave., CHICAGO.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL.

VOL. I.

CHICAGO, JUNE 8, 1894.

No. 14.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

AS USUAL, WE DON'T EAT CROW.

It is with great pride that we call attention to the wonderful success scored by the Fowler on Decoration Day in all parts of this broad land. No other wheel can show such a record. We haven't much to say editorially, as a glance at the page across the way will speak for itself.

Decoration Day has added great strength to our claims, made from time to time, and now the Fowler has as grand and as good a record as any wheel built. We have been climbing up the ladder of fame in rapid bounds, and a few more days like May 30 will land us at the top, in such a secure position that nothing can dislodge us.

We can still hear the voices of competitors, now growing weaker and weaker, shouting, "as good as the Fowler."

SOME NOTES.

Decoration Day. Sort of a Fowler day, eh?

Isn't it really phenomenal how Fowlers win, no matter what the competition?

From Boston to San Francisco, the same story—Fowlers first.

Our unparalleled record started on Decoration Day last year when Martin Nessel, an eighteen-year-old boy, won first time prize in the Pullman road race (276 starters), beating some of America's fastest men.

Fred Rau, a sixteen-and-one-half-year-old boy, the Fowler Bantam, M. & W. tires. What a trio! You can't beat 'em, although some of our com-

petitors (who yell "Just as good as the Fowler") hired some men who were going to and had ridden Fowlers, to ride their make of wheels. These riders are among the "also run."

Simultaneous with "who wins?" comes the query, "what wheel did he ride?" and like a flash through the greatest crowd that ever saw a bicycle race in the United States the response came: "Rau first, Bezenek second, and both rode Fowlers." This came like a thunderbolt to those who had for weeks had their "stable" of hired men training



MARTIN NESSEL.

to win this, the greatest road race in the world. A day or so before the race we sent word to Fowler riders who had entered to bring in their wheels, and we would go over them thoroughly, and would return them to their respective owners at the starting point on Decoration Day morning. An immense truck started from our factory this eventful day at 8 p. m. loaded down with these Fowlers and their riders. Arriving at the park, employees of the company were waiting to take a wheel apiece, and keep strict watch over it until the riders were mounted, and the word "go" was given.

We were after the race, and we took every honorable means and care to get it. If it was worth winning it was worth working for.

Well, we got it, with an emphasis on the "got," for Fowlers run one—two.

We are after a reputation that is better than that of any competitor. We are going to take honorable means to get it—great care to get it—but we are going to reach the goal SURE, and our position and chances in that interesting race improves with every Fowler that leaves our factory.

Hundreds and hundreds of people crowded around our wagon after the race, and extended sincere congratulations; telegrams and letters from all over the country are coming with every mail, congratulating us on our great successes on Decoration Day.

Agents and riders have, since Decoration Day, written us for over five thousand FOWLER TRUTHS, giving particulars of our winnings.

We have never, in our cycle experience, had so many applications for agencies, and with the desired results, as within the last thirty days. Here it is getting well on into the season, yet our last week's and last month's business was larger by 25 per cent than any previous week or month.

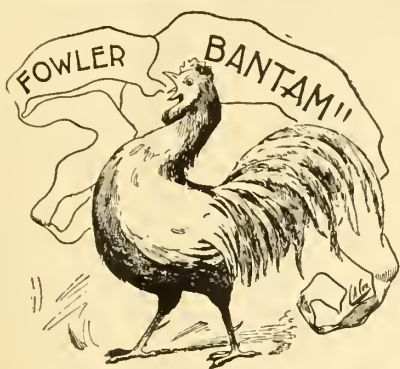
The two wheels ridden by Rau and Bezenek were placed in the window of Willoughby, Hill & Co., corner Madison and Clark streets, Chicago. The crowds on the sidewalk at times entirely blocked travel; thousands and thousands saw these two wheels that carried their riders to fame. Fowlers have again been started on what will be the most successful second season of any bicycle ever made, no matter where, when, or by whom.

Telegrams advising us of winnings on Fowlers were also displayed in windows. These telegrams were not faked up for the occasion like some others who yell "Just as good as the Fowler," but were the genuine articles.

It made us feel good from the top of our hat to the bottom of our winter boots when we saw the Fowler come across the line one—two.

We were filled with joy and good cheer, and we immediately yelled loud and long—and then we thought (and again we felt good) of those who had spent their legal tender in their mad endeavor to "do us up," but they still have to yell, "As good as the Fowler."

THE FOWLER TRUTH.



FRED RAU WINS.

**THE GREAT CHICAGO ROAD RACE---
J. J. Benezek, Second ; Each
Rode the Fowler Bantam.**

Out of a Field of 418 Entries, 325 Starters,
77 Makes of Wheels, the Fowler runs
ONE, TWO.

Here's the boy who won the greatest
road race in the world on the Fowler
Bantam.



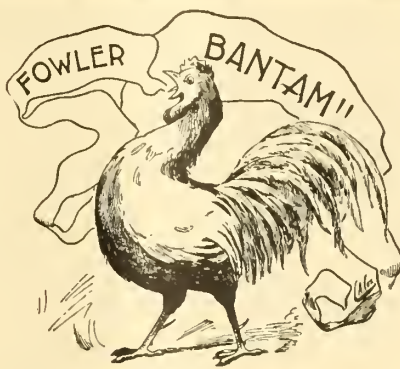
FRED RAU, Winner of the Chicago.

Rochester, N. Y., May 31.

Hill Cycle Co.:—My congratulations
to you on your success today in the
road race. A sixteen and eighteen-
year-old, first and second, deserves a
wire. Geo. N. Jordon.

Sault Ste Marie, Mich., May 31.

Hill Cycle Co.:—C. Moran, on a
Fowler, wins the mile, and one-third
mile open. N. A. Burdick.



GITHENS DEFEATED.

**Three Straight Times by Ellithorpe,
the Peachtown Lad.**

The Ohioan and His Fowler King B Too Much
for the King of Handicap Riders.

Githens, one of America's best handi-
cap and all-around riders (and as gentle-
manly a fellow as ever rode a race),
played foxy (?) by staying out of the
Chicago road race to win the Class B
events in the afternoon. We had our
own eagle eye on those self-same events,
and, to kind of top off the day, Elli-
thorpe, on a Fowler, beats Githens
three straight times (all he was in).
Herriman also got two prizes, same
meet.

National City, Cal., May 31.

Hill Cycle Co., Chicago:—Burke wins
final heat and final quarter. Ran away
from Davis and Edwards. Fox wins
final half. C. H. Parkes.



J. J. BEZENEK.

J. J. Benezek wins second in the
Chicago on the Fowler Bantam.



RECORDS SMASHED.

**Burke, on a Fowler King B Racer,
Clips 4½ Seconds off the Coast
Quarter Mile Record.**

**T. Morris, Aged 18, Cuts Two Min-
utes Off of the Texas Twenty-
Mile Record on a Fowler Bantam.**

**O. L. Pickard Breaks the Pacific
Coast 100-Mile Road Record on
a Fowler---Time, 6:30:00.**

National City, Cal., May 31.

Hill Cycle Co.:—Wm. Burke rides a
flying, unpaced quarter in :26 flat; offi-
cial timers. He also won five straight
races at the San Diego meet. His was
the only Fowler ridden.

Fowler Cycle Co., per Fox.

Seventeen-year-old F. Morris, of Fort
Worth, Texas, on a Fowler, beats
Thackaberry's twenty-mile record by
two minutes. Keep your eye on this
youngster, he's a flyer.

Billy Burke, of California, on a Fowler,
beats record of :30½, held by W. F.
Foster, by only four and one-half
seconds.

Bay City, Mich., May 30.

Hill Cycle Co.:—Sixteen-mile road
race from Bay City to Auburn and
return. Time prize won by C. A.
Allen, a novice, on model 25 we loaned
him. Time, 51:18. H. Heisner & Co.

Boston, Mass., June 1.

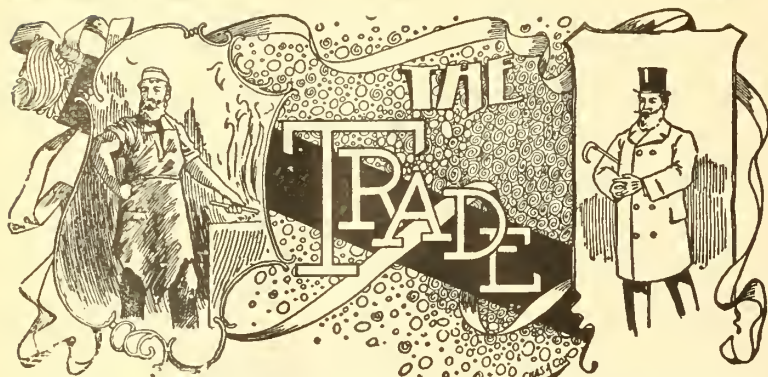
Hill Cycle Co.:—Leavitt won first
and time prize; Ourish second time at
Quincy. Nebon won first in both races,
and Forster second at Norwood in eight
and three-mile races.

B. B. Emery & Co.

Beloit, Wis., May 30.

Hill Cycle Co.:—Ernest Kense, a
fifteen-year-old boy, wins five-mile
handicap on Fowler Bantam.

D. H. Foster.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

THE CHICAGO CYCLE SHOW.

The cycle show problem has at last been solved. When the two shows at New York and Philadelphia were over, the question arose as to where the next one, or ones, would be held. A large part of the trade was favorable to a show in Chicago. And opinion was undivided as to the advisability of having one of the shows in Chicago, if there were to be two. As we said, the question has been settled. There will be a show in Chicago. The National Cycle Exhibit Co. has been incorporated, and will run it. The company is composed of Chicago cycle press men, who are thoroughly familiar with the requirements of the trade and who have had experience in this line. The two adjoining armories on the lake front, in the very center of the city, have been secured for early January. The two contain about the same amount of floor space as Madison Square Garden and are eminently suited to the purpose for which they have been selected. Nothing will be left undone that can make the show a success. It is probable that this will be the only show, as the United States government is trying to buy Madison Square Garden for the New York postoffice, and there is not another suitable place in that city to hold it and no other city that has the ambition or enterprise to do a national show justice.

BALTIMORE CYCLE MEN.

Some of the Dealers Who Sell Bicycles in the Maryland City—Trade Reported Cut Up.

BALTIMORE, MD., June 5.—Baltimore has few good riding streets in the city proper. Wheelmen who have been there once never take their wheels when they go again. Baltimore is chiefly noted as being the home of such royal good fellows as Sam Clark, Albert Mott, little Mulliken, and others. "Marjery" also lives there.

There are twenty-six dealers here. The trade is cut up, but price cutting has not done it thus far. One dealer will shortly inaugurate a crusade of low prices, but it is not thought this will injure the trade on high-grade wheels. In the past there has been big trading. Prices that have been given for wheels in trade have been outside all bounds of reason. In some cases a wheel has been traded in at only a few dollars less than it sold for the year previous at cut prices.

The Dealers of the City

all report excellent business prospects for the season.

The Clark Cycle Co., 302 North Eutaw avenue, handle the Warwick, New Rapid, and America; the latter a wheel built for them, weighing from twenty-five to twenty-nine pounds, and modern in every way. A romance might be written regarding the Clark brothers' connection with cycling and the cycling trade. Sufficient to say they are veterans in every sense of the word. Messrs. Clark do a renting business, their line of renting-wheels being of the highest grade. A branch store at 2949-2951 Madison avenue, is being newly fitted up for renting and sales.

Cline Bros., 304 West Baltimore street, handle the Victor and Waverley. Chas. C. Crooks & Co., 835 Light street, handle the Rambler as subagents, Union, Sterling, and Crescents.

Eisenbrandt Cycle Co.,

311 East Baltimore street, with a branch at 2329 Madison avenue, handle the Columbia and Hartford. W. H. Cole & Sons, hardware dealers at 13 South Charles street, carry the Tribune and Vigilant. J. A. Arnold, 404 South Eutaw street, handles the Raleigh.

John Senson, 326-330 North Holliday street, handles and is reported to be selling the New Mail at \$95.

Lee & Gundry Cycle Co.,

14 East Baltimore street, is the Liberty agent, and has a large commodious, and handsomely fitted up store. The Hummer and Falcon wheels are also handled.

Dr. Dowse, 1729 East Baltimore street, handles the Star safety at his house and has a number of riders on it. The lever motion seems to be popular. Mrs. May Griffin, the local advocate of ladies' bloomers, rides a Star. Mrs. Griffin weighs 170 pounds, has a son twenty-five years old, and

her costume is, strictly speaking, pants, and she delights in long, hard rides over the mountains.

E. D. Loane, Jr., & Co., 25 West Baltimore street, are agents direct of A. G. Spalding & Bros. Mr. Loane was formerly in the employ of Spalding. He is a blunt spoken man and very popular locally. He reports excellent sales for the Spalding and for sporting goods.

Frank I. Clark & Co., 509 West Baltimore street, has a branch at 2 North street. The Remington and Imperials are included in the line.

N. Tip Stee,

2310-2312 Madison avenue, is the Rambler man of Baltimore and has placed that wheel well up in popularity. The Western Wheel Works line is also handled.

The Speedwell Cycle Co., 510 West Baltimore, is "Little Joe" Weisenfield and everybody knows he handles the Cleveland and that only.

Francis J. Werneth, 806 Druid Hill, and 434 Orchard street, carries the Central and Ben-Hur; does repair work and handles sundries.

Wesley French, 522 North Gay street, formerly sold Falcon wheels, but now has the Crescent line. Goode, Reeves & Co., 103 North Gilmore street, is subagent for E. D. Loane, Jr., & Co., and does repairs. Henry Keidel & Co., 25 Hanover street, a large hardware firm, sell Eagles, the Pierce, and Syracuse lines.

There are other and smaller dealers.

Baltimore is blessed with nearly a dozen cycling clubs, and has an Associated Cycling Clubs, in which the Maryland Bicycle Club is not included. The M. B. C. has more members than any three of the other clubs, and has a most elegant clubhouse built for it at an expense of \$20,000. This is on Mt. Royal avenue. The club has 300 members. The Baltimore Cycle Club, 1521 Eutaw place, has 150 members.

The Other Clubs

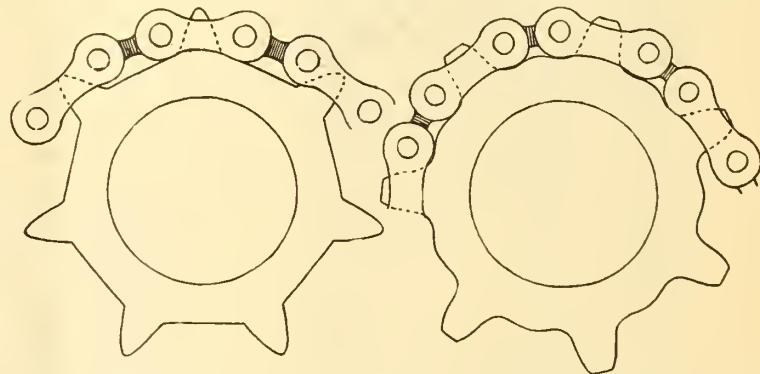
and memberships are as follows: Clifton Wheelmen, Broadway and Federal streets, 100; Paterson Wheelmen, 9 North Collington avenue, fifty; Baltimore Road Club, just started; Iroquois Cycle Club, 1404 McCulloh street, fifty; Y. M. C. A. Cycle Club, fifty; Harlem Wheelmen, North Gilmore street, fifty, and Riverside Wheelmen. The latter are almost out of existence. Baltimore has two dates in the national circuit.

The Cleveland Bicycle Stand.

Noderer Bros., of Cleveland, Ohio, report a very large demand for the Cleveland bicycle stand. They have received orders from the north, south, and west. New York, Boston, and San Francisco dealers especially pin their faith to this stand. The Cleveland stand is self-adjustable, and still holds the wheel, whether the tires are deflated or filled.

The Cycloidal Sprocket.

The Black Mfg. Co. have something original in the way of sprocket wheels. It is called the cycloidal sprocket and is said to be *the* thing. In



place of round teeth, the teeth on the new sprocket are nearly square. This is said to be speedier, it also keeps the chain from jumping. The cycloidal sprocket will also wear longer than the old one.

More About the L. C. Smith Tire.

"Nothing succeeds like success," is an old maxim. The L. C. Smith Co., of Syracuse, having placed two such successful articles on the market as the Smith-Premier type-writer and the L. C. Smith shot gun, should succeed admirably with the pneumatic tire they are about to manufacture. The concern is rated at many hundreds of thousands of dollars. Mr. Monroe, C. Smith, and H. W. Smith are associated with L. C. Smith, and they will push this tire next season.

Two grooves, one on either side of the rim, holds the bead of the shoe. Over these beads is fastened a steel band, and the inner tube rests on this. The steel band is especially prepared to withstand rust. In repairing a puncture the tire is deflated, the band is shoved aside, and the bead comes out of the groove. The tire is very light.

The Puncture Demon Defied.

Mr. Williams, of the Pittsburg Tire Protector Co., of Pittsburg, has been successfully placing large numbers of his protectors throughout the country. Five hundred dollars is offered for a case of puncture by any means through this shield. The appliance is a very thin wire gauze inclosed in a thin rubber shield. It looks, and is, no doubt, a practical solution of the puncture trouble.

ENGLISH TRADE NOTES.

LONDON, May 26.—The report of Jas. Swinburne, the expert appointed to inquire into the construction of the rival tires manufactured by the North British Rubber Co., and the venders of the Macintosh pneumatic, has been published. It has been perused with great interest, as may well be imagined when the vast amount of money at stake is considered, and the trade here is still waiting the result of the trial with no little impatience. So far as can be gathered from the expert's opinion there appears to be a sufficient difference in the tires to support the defendants' cause, but one or two of the paragraphs seem to be in favor of that of the Clincher people. Altogether the document seems to leave matters pretty much as they were, and as Mr. Moulton was unable to appear on the plaintiffs' behalf, owing to indisposition, Mr. Bousfield asked for another adjournment, which was granted. It is difficult to see what the issue will be, but I fancy that in any case there is pretty sure to be an appeal.

Another attempt is being made to introduce the

Electric Light for Cycles.

This time a small dynamo is attached to the diagonal of the frame of an ordinary rear driving safety, and is set in motion by depressing a lever, which causes a small rubber covered wheel to come in contact with the tire of the rear wheel. The small wheel is geared to the tiny dynamo and the current thus generated is conveyed through wires, preferably carried inside the tubing of the frame of the machine, to the lamp on the head. The electricity may either be used direct or stored in an accumulator carried on the frame. The latter arrangement is said to give the best results so far as steady lighting is concerned. The apparatus is the invention of J. E. B. Walker, but is at present far too cumbersome to have any chance of a sale. The price, too, is almost prohibitive. Nevertheless there are many riders here who would gladly welcome a really practical electric lamp at a moderate cost. Such a lamp would, however, have to be so arranged that it could be recharged at home, and a suitable apparatus for this purpose would have to be included with it. Can such a thing be put on the market at a sufficiently low figure? The price should not exceed \$10, and I don't think this can be done.

The Bantam has

Shown Real Pace on the Path

lately, much to the surprise of some of the wise ones who predicted that it would not go for nuts. I was convinced after my first ride on the little machine that it was by far and away the fastest front driver in the market, and the pace shown by several riders of the machine at Herne Hill fully justifies this opinion. If Shorland were still in the employ of the Crypto Company the Bantam would be in the first rank so far as speed is concerned.

The total value of the exports during April is returned at \$857,325, which is a considerable increase on the previous month and should indicate a satisfactory state of trade. It is also an increase on the corresponding months of 1892 and 1893.

The Cycle Chain-wheel Syndicate, Ltd., was registered on the 3d inst. The capital is \$100,000 in \$5 shares, and the object is to purchase any patents capable of being "annexed" to cycles or other crank-driven machines. I believe this affair has something to do with spring chain-wheels exhibited at the last National show. The gear wheel consists of a hollow disc, the inner periphery of which is rounded to form a concentric chamber, the outer rim being provided with cogs for the chain. This hollow wheel is not fixed to the crank axle, but is free to revolve round it. In the concentric chamber, to which I have referred, are two small spiral springs, and the chamber is divided into two halves by stops projecting inward from the periphery. On the crank axle is keyed a cross arm which reaches completely across the inner diameter of the chain-wheel, and the ends of which are inserted between the stops and the springs. It therefore follows that when the cranks are pressed in the course of driving, the cross arm moves forward and compresses the springs until the force required to do this is greater than that necessary for the propulsion of the cycle, when the machine is driven through the springs. It is claimed that when the dead center is reached the springs react and carry on the driving power during this period, though seeing that they must take their power from the cranks, which when not at the dead centers are held by the rider's feet, I fail to see how this can be done. In any case, we know that it is

Impossible to Get More Power

out of a spring than is put into it, so if the spring gear wheel does in any way assist the rider, we must look for some other cause. There are several people whose opinion should be trustworthy, who say that there is a distinct gain by the use of the wheel. I am to experiment with it myself at an early date, when I shall be able to say whether it will really cause the revolution some folks expect.

There have been rumors floating about during the last few weeks that the Nottingham trade is in a bad way, but I scarcely think that this is the case. Humbers have been, and still are, very busy, and a further extension of their works is contemplated. I hear they have a new machine, which

will be an eye-opener, but it is not to be put on market this year. I believe that it is a rear driving safety, with a gear which was exhibited at the inventors' section at the last Stanley show. If my information is correct I think there will be no difficulty in converting most safeties in such a way that equally good results can be obtained at a very small cost.

As the National show is only to last five days it will be necessary for the trade to see that the usual delay in getting stands in order does not occur this year. If things go on as in the past one or two firms will stand a chance of not being ready by the time the show closes. Unfortunately many of the English cycle makers are anything but businesslike.

What I am told was the annual general meeting of the C. T. C. was held at the Covent Garden Hotel on 17th inst. I thought it was called the adjourned general meeting, but I suppose I am wrong. Any way the proposal made by Mr. Geo. Thompson "that it is desirable that arrangements should be made at once whereby members of the C. T. C. may purchase their machines on more advantageous terms than those offered to non-members, and that the council is hereby requested to consider the matter, and, if practical, to take the next step for attaining this object at the earliest date possible," was carried by a very large majority of the sixty odd members present. It is absurd to suppose that the opinion of these few can be taken as that of the club as a body, but that unfortunately does not alter the position. I certainly do not understand the ways of the C. T. C., for in the current *Gazette* the meeting to which I have referred is said to be the adjourned general meeting, and yet I have an idea that the very motion was put and lost at the first part of this "adjourned meeting," which took place in a provincial town. It therefore seems that if a motion is defeated at one place, all the mover has to do is to get the meeting adjourned, and pack a meeting at some other town. This may be a good notion for attaining one's own end, but I think it is a questionable proceeding. However, the council has received its instructions, and the trade is to be still further harassed by

A Request for More Discounts,

just because a customer, who may have always paid well before, is a member of the C. T. C. It is a one-sided game, and I hope that manufacturers will stand firm and absolutely refuse to come to any arrangement with the club. But even if they do this, the carrying of the motion will have a very bad effect for some time to come, for if the bigger houses refuse to bow to the will of Shipton, the action will throw open the doors to the smaller firms, who will jump at the chance of being appointed "purveyors to the C. T. C." These people will have nothing to lose by putting in inferior work, while for the time the game may last their profits will be great. The result of the trick which has been played will, in the end, be disastrous to riders and the manufacturers alike. No end of rubbish will be built specially for C. T. C. members, who will be disgusted thereby, and many will probably give up cycling in consequence.

I had a conversation only yesterday with the manager of one of the big London depots, and he entirely agrees with the views I have stated and looks upon the attempt to obtain larger discounts as ruinous to all parties. He is distinctly of opinion that the trade should stand firm in the

matter, and absolutely refuse to consider the proposition. I hope other manufacturers will be equally determined to resist the unjustifiable attack which is to be made on the agents who have in the past done so much for the Touring Club. If only the larger houses stand firm, the scheme may collapse before it has had time to do much harm, and this is the only hope left.

I understand that the

Dunlop Tire Co. Will Not Guarantee Tires

fitted with puncture-proof bands. This is the latest in England, and, as the useful protectors are getting about all over the world, it is worth noting. As the bands in no way increase the strain upon the outer cover of a Dunlop tire, it would be interesting to know the meaning of the company's decision. Perhaps the Puncture Proof Band Co. will inquire into the matter.

The Gardner Automatic Brake Co., Ltd., was registered on the 12th inst, with a capital of \$50,000 in \$5 shares. Its object is to acquire the patent rights of Mr. John Gardner relating to improvements in brakes. The "Gardner" brake was exhibited at the last National show. It acts on a drum fixed to the crank bracket, the strain being applied through the chain. The brake is put on automatically by the simple act of back pedaling. The idea is ingenious, and saves disfiguring the machine by an unsightly brake-lever. The cyclist with an eye to neatness may perhaps take to it. [From the description we judge that this is similar to the Bailey brake made in Chicago.—ED.]

The list of cycling patent applications is really stupendous and makes one wonder what on earth inventors find to improve so much. I don't believe, however, that more than one in every hundred patents succeed or is ever heard of again. The applications filed during April totaled 186. Truly we ought soon to arrive at the perfect cycle!

The new Howe Co. has a special line just now, namely, a pneumatic safety, complete at \$55. The machine is finished quite as well as any cycle

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.

MORGAN & WRIGHT
CHICAGO

at present in the market, and will be a surprise to many. The company also has an excellent road racer, weighing only thirty-two pounds all on, at the astonishingly low price, considering the splendid quality of the material and workmanship, of \$57.

WILL O' THE WISP.

The Poorman Time Medal.

A handsomer time medal was never put up in a road race than the one offered by General Poorman for his famous road race on July 4. As can be seen by the illustration, it is magnificent. It is valued at \$200. Even the mighty Zimmerman, if he were in this country, might be tempted to try for it. But even if Zim will not be in the race, "there are others," to use the words of an old racing man. Chicago will send a delegation of fast men to Cincinnati to have a shy at it. C. H. Peck, W. Bainbridge, C. V. Dasey, L. D. Munger, G. K. Barrett, and F. J. Wagner have already entered.

General Poorman has managed all details of the big race. The scratch men will start at 9 a. m. from Hamilton, the finish being on the track at the Carthage Fair Grounds. This will enable the spectators to have plenty of room to witness the finish. The course this year is a little shorter than in previous years, the distance being fifteen miles. Forty-one prizes, including four bicycles, should be enough for any racing man. Entries close June 24, with J. E. Poorman, Jr., Cincinnati.

The "Vassar."

Hibbard, Spencer, Bartlett & Co. have just placed on the market a very handsome lady's wheel made by the St. Nicholas Mfg. Co. It is called the "Vassar" and embodies some new features, and supplies the demand for lightness without sacrificing strength. A novelty which is destined to be widely copied are the mudguards, which are made of wood; very light,

strong, and matching the wood rims in color, producing a very pleasing effect. All the parts of the wheel are of the best material, and every improvement of the age is included, such as dustproof bearings, small lady's dustproof pedals, light round cranks, fine nickel plated steel wire tangent spokes, Garford saddle, upturned handle-bars with cork grips. The wheel is remarkably rigid and weighs, all on, only twenty-nine pounds. It lists at \$125.

Sadder and Wiser Now.

*The best laid plan o' mice and men
Gang aft a-gley,
And leave us naught but grief and pain
For promised joy.*

The world famous words of the Scottish bard, doubtless rang through the head of many a racing man when the Decoration Day's races had been run and won. There were many who overestimated their abilities and found defeat. On them one can waste but little sympathy. Others met with accidents that a little caution would have prevented. They, too, have no call for sympathy. Others, again, had their chances spoiled by the carelessness of other competitors. No one can fail to feel sorry for them, but they, in common with their fellows, took the chances of war, and lost through unavoidable mishaps. There is still another class, one whose misfortunes may, in a degree, be attributed to themselves, but more to the makers of the machines that they rode. It is little short of criminal for makers to put out machines, the riders of which are liable, at any moment, to be launched into space; mayhap, into eternity.

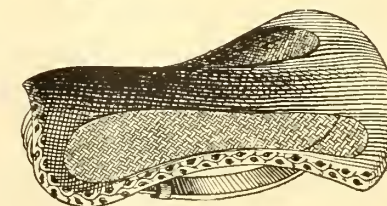
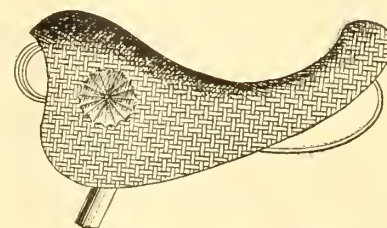
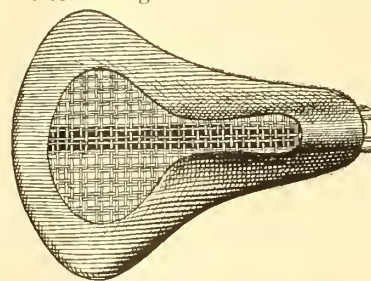
Still there were many such wheels ridden in the great Decoration Day events. In the greatest of these, the Chicago road race, light wheels were smashed by the dozen and the score. Some of their riders dragged their dismantled mounts back to the starting point. Many more sought the nearest way home. There were breaks of all kinds, but by far the largest number were in the rims of the wheels. In that race there were more wood rims broken than tires punctured, two to one—yes, ten to one. The favorite spot for breaking seemed to be at the valve hole. Any number were seen broken at this point, while others were splintered and cracked all the way around.

One noticeable feature of the day was the way in which the twenty Eagles, all of which were fitted with aluminum rims, came through. There was not a wheel among the twenty that had an accident of any kind happen to it. As much can not be said of any other make of wheel, of which there

was any considerable number in the race. An hour's sermon on the superiority of aluminum rims would not speak as loudly for them as this simple statement of fact.

Cane Saddles.

The Henning Mfg. Co., of Peoria, Ill., have three new saddles, which are something new in the saddle line.



They have been tried by a number of Peoria riders, who have all pronounced them A1 articles. The principal claim made for them is that they are cool and light. You have often heard the remark made by riders that they were frozen to their saddle. No freezing or melting goes with this invention and the rider is at all times in a comfortable position so far as the saddle is concerned.

The A is constructed the same as the average saddle, except the top, which consists of a leather band circling round the outer edge of cover, the center of which is wicker work—the same as a cane-seated chair. With this combination top the Henning company have an easy-riding saddle—one that is comfortable, well ventilated and easy. The cane keeps the rider perfectly cool and chafing or getting saddle-sore is entirely out of the question. The model B is constructed almost entirely of cane. It has but little leather about it, and is a very comfortable, cool, light, saddle. Just the right thing for touring and long distance riding. The model C is of the usual leather top, except that the sides

are cut out and laced with cane for ventilation. It is a good, easy-riding saddle and has many advantages over the common leather top.

Will Close Early on Saturdays.

The following cycle stores in Chicago will close at 1 o'clock Saturdays during the months of June, July, and August: Overman Wheel Co., Pope Mfg. Co., A. Featherstone Co., Raleigh Cycle Co., Quadrant Cycle Co., Premier Cycle Co., Stokes Mfg. Co., Gormully & Jeffery Mfg. Co., Ariel Cycle Co., A. G. Spalding & Bros., Thorsen & Cassady Co., Henry Sears Co., C. W. Barr Mfg. Co., Ferris-Wheeler Mfg. Co., and Von Lengerke & Antoine.

Colonel Pope's Cane Works a Miracle.

From his vigorous pioneer work on road reform Col. Albert A. Pope has occasionally been referred to as the greatest highwayman of America, and now his name is getting mixed up with that of the holy father at Rome. The colonel left his silver-headed cane in an lturbide Hotel and the hall boy confiscated it as lawful spoil. An American joker told the lad that the stick belonged to the Pope, whereupon he took it to his mother, who was instantly cured of sciatica by merely touching it. After performing several other equally wonderful miracles it was sold to some Indians, who built a chapel for the preservation of the sacred relic.

The total number of bicycles shipped by Rouse, Hazard & Co., last week, exceeded the number shipped by them the corresponding week of last year by 139.

DO YOU HANDLE

A PERFECT LIGHT.

...THE "RED STAR"
SPECIALTIES?

Red Star Solid Illuminant

For Bicycle Lamps

Red Star Chain Lubricant

AND

Red Star Lubricating Oil

Are Perfect and what the rider wants.

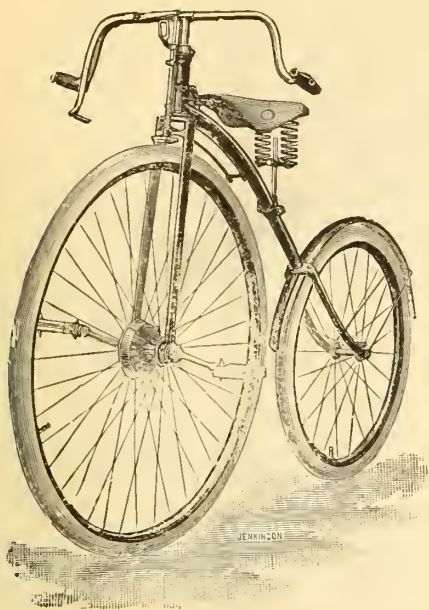
TRADE ONLY SUPPLIED BY

RED STAR MFG. CO. 239 Water St. (P. O. Box 1092) New York

Mention The Bearings



BEARINGS
Genuine
Automotive
Bearing



A Crypto Bicycle

Gives Satisfaction Because

THE POSITION IS COMFORTABLE
THEY DRIVE EASILY
THEY STEER EASILY
THEY ARE SIMPLE IN CONSTRUCTION

In order to introduce them quickly we have determined to sell fifty of these wheels to riders at

\$50 EACH, CASH

We want to scatter them over as large a number of places as possible and prefer to sell only one in a town at this price. If you don't know the wheel send for catalogue.

The McIntosh-Huntington Co.,

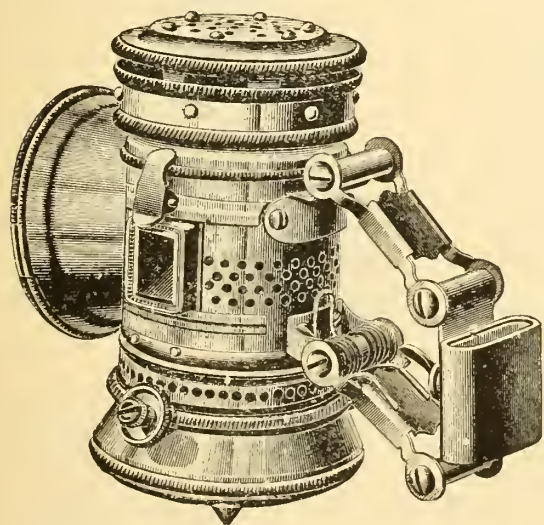
CLEVELAND, OHIO.

BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

...and...

19 Murray St., New York.



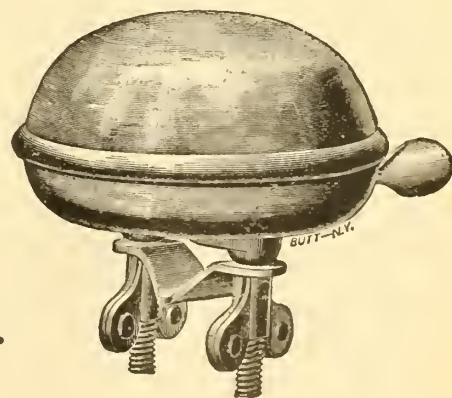
...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction...

The only FIRST-GLASS Bicycle Lamp.



...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

THE "KEATING."

From the reports received from various parts of the country since the racing season opened, the Keating seems to be right "in the swim." Especially is this so in the east. In the Linscott road race the wheel showed up very prominently. But the Keating does not have to depend upon the racing men for its success. It is just as popular a road wheel as it is a racing machine. The accompanying picture shows a twenty-three pound Keating ridden by Charles B. Burleigh, of Chelsea, Mass. Mr. Burleigh is very fond of road riding and is almost always accompanied by his little son, who rides on a child's seat. The combined weight of the two is 236½ pounds. Surely this is enough to show the material in the wheel. And Mr. Burleigh has not had to have one repair made.

The Keating is made at Holyoke, Mass., and the factory is located right in the heart of the city on one of the most prominent streets. It is 233x55 feet and four stories high. On the first floor there are eighteen automatic machines for turning out parts. All these machines are new and of the



CHAS. B. BURLEIGH AND SON.

most improved design. From the solid steel bar each part is completely finished without employing manual labor.

One of the most interesting parts of their plant is the chain making department. The limit of variation of each block is ¼ of 1-1000 of an inch, and the chains complete do not vary 9-1000 of an inch. All the tools used in this department were designed and made by this company.

In the arrangement of the factory the system followed greatly facilitates the execution of the work. Each man is numbered, also each machine, and likewise every bin containing stock. The last two numbers correspond, thus avoiding confusion of parts and material. A clever idea which came under the writer's notice is a rack on which to hang completed frames instead of strewing them over the floor. In fact, wherever it is possible to introduce a labor-saving device or to economize space, the Keating company do not fail to do so. As a consequence, their factory presents a cheerful, business-like appearance.

The Keating wheels for '94 are not much altered. They range in weight from twenty to twenty-five pounds. In design they are on the same lines as any diamond frame machine, except the seat post tube, which is curved near the crank axle. For this the company claim increased strength.

The mechanical part of the work is in charge of Robert Keating, the organizer of the company. Mr. Keating has been engaged in the cycle trade about a dozen years, and has been a mechanic all his life. During the past year Chas. D. Rood has been elected president and treasurer of the company, and owns a large interest in it. Mr. Rood is widely known in New England in manufacturing circles. At one time he owned the Hampden Watch Co., and is now president of the Hamilton Watch Co., of Lancaster, Pa. The latest addition to the firm is William B. Osgood, to whom is entrusted the business management. He has been connected with Mr. Rood for a number of years in the watchmaking industry, and is well known in that trade in every place of any importance between Boston and St. Louis.

Mr. Fulton's Motto.

H. H. Fulton, president of the Eclipse Bicycle Co., has conspicuously posted over his desk the following, which he has kept there for several years, and not only has he had this prominently before him, but has had a

large number of cards printed with the same which he has freely distributed to his friends:

A Good Prescription For Daily Use.

Don't worry.
Don't hurry. "Too swift arrives as tardily as too slow."
Sleep and rest abundantly.
Spend less nervous energy each day than you make.
Be cheerful. "A light heart lives long."
Think only healthful thoughts. "As a man thinketh in his heart so is he."
"Seek peace and pursue it."
"Work like a man; but don't be worked to death."
Avoid passion and excitement. A moment's anger may be fatal.
Associate with healthy people. Health is contagious as well as disease.
Don't carry the whole world on your shoulders, far less the universe.
Trust in the good Lord.
Never despair. "Lost hope is a fatal disease."

The Premier Cup.

This magnificent silver trophy will become the absolute property of the winner of a ten-mile handicap race to be held on the Irvington-Milburn course, July 4, at 11 a. m., open to any bona-fide owner of a Premier wheel. F. P. Prial will do the handicapping. Entries close June 29, at noon, with W. P. Case, 34 to 38 Watts street, New York. Entry blanks may be had upon application to Mr. Case or at any Premier agency. The cup, with ebony base, stands nearly two feet high. It is of silver, beautifully engraved and chased, and is valued at \$200. The event will doubtless draw a large entry.

Will Race Against Horses.

F. O. Fuller and Charles Appel have arranged with the grand trotting circuit to race against any horse in harness, either trotter or pacer, for one mile, and these exhibitions will be given at each of the trotting circuit meets, the first one of which takes place July 9, at Saginaw, Mich. They will ride a thirty-eight pound Stearns tandem, fitted with New York Tire Co.'s tires.

March Claims Fraud.

A. R. March, of the March-Davis Cycle Co., Chicago, has sworn out warrants for the arrest of Walter Davis and C. C. Murray, president and secretary of the company, on the charge of conspiracy to defraud. March claims that Davis and Murray entered into a conspiracy to defraud him. Several visits have been made to the factory by a BEARINGS representative, but neither Mr. Davis nor Mr. Murray could be found. Mr. March's whereabouts are also unknown.



SYLPHS have won all the Important Events of the Season in Philadelphia.

In the Quaker City 5-mile Handicap Road Race, the first event of the season, held May 5th, three SYLPHS were entered and won FIRST, FOURTH, and FIFTH PLACE, and the TIME PRIZE.

In the Chester Bicycle Club 5-mile Handicap Road Race, May 12th, FIRST, SECOND, and THIRD TIME, and FIRST, SECOND, and FIFTH PLACES were WON ON SYLPHS.

In the 10-mile Team Road Race between the Y. M. C. A. and Peoria Bicycle Clubs, May 17th, FIRST and SECOND TIME was WON ON SYLPHS, while THIRD and FOURTH time was won on machines for which we have the local agency.

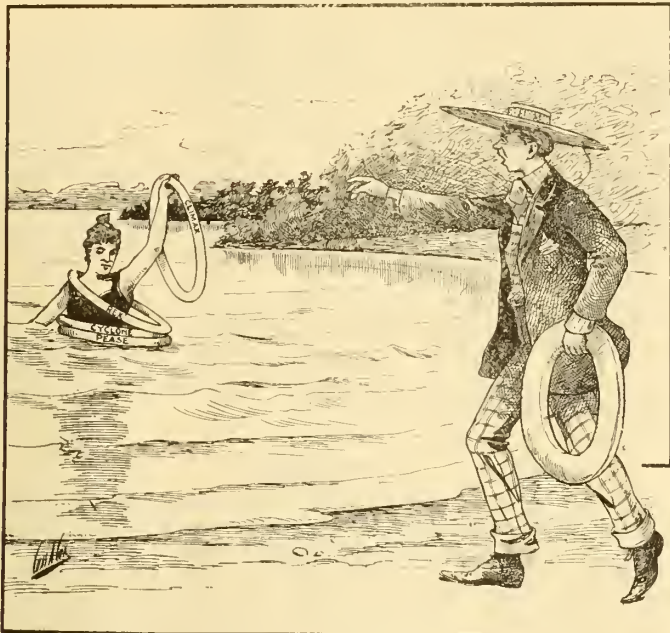
SYLPHS are Highest Possible Grade as well as Handsomest of the Season. They Win Races, are Attractive and give Satisfaction. 22, 26½, 28, 30, & 32 lb. weights to select from. Agents Wanted. Catalogue Free.

Manufacturers and Jobbers of the most popular and complete line of medium priced safeties on the market.

Mention The Bearings

ROUSE, HAZARD & CO.,
142 G Street, Peoria, Ill.





Life Preservers

Are essential and safe on the wheel
as well as on the water. In both
cases they must be buoyant, air-
tight, pure, and light.

Should the tube in your tire be adulterated or made of impure material, an accident is likely to occur to you at any time. You have undoubtedly experienced much trouble with adulterated tubes, but none from those made by **Eastern Rubber Manufacturing Co.**

AND FITTED IN ALL

PEASE, CYCLONE, REX, AND CLIMAX PNEUMATIC TIRES

of their manufacture. **Eastern Rubber Mfg. Co.'s** tubes float in water and are absolutely pure, and each one bears their name. No other manufacturer so acknowledges the tubes of their make.

.....

Write for samples and prices. Should you want a medium Road Cemented Tire buy the **CLIMAX**. Should you want a Light Road Cemented Tire buy the **REX**. Should you want the best Clincher Tire buy the **CYCLONE**. Should you want the best combination tire buy the **PEASE**. You should send at once for samples and prices of Pease tires. They will surprise you. This tire is of the clincher pattern but can be taken off and put on easier than any other tire on the market. No matter how you may mash the rim yet the tire is easy to operate in case of puncture. Write us for best prices and circulars.

.....

Address all
Communications to

Eastern Rubber Mfg. Co.

DISTRIBUTING HOUSES:

Room 706, 46 Van Buren St., Chicago. 90 Chambers Street, New York.
Day Rubber Co., St. Louis, Mo. S. F. Hayward & Co., Pittsburg, Pa.
H. C. Lecato, Philadelphia, Pa.

Trenton, N. J., U. S. A.

Mention The Bearings.

Trade Changes.

ROCK HILL, S. C.—Rock Hill Hardware Co., incorporated by A. R. Smith, and John Gelzer; capital stock, \$10,000; will handle bicycles.

NEW BERNE, N. C.—J. J. Disosway & Co.; new firm composed of J. J. Disosway and T. J. Hyman; will accept agency for good bicycle.

BEAVER FALLS, PA.—The Eclipse Bicycle Co., report a very satisfactory business for the year, having built over six thousand bicycles since January; are now commencing to reduce their force of workmen.

BOSTON, MASS.—Old Glory Cycle Co.; chattel mortgage placed on record for \$300.

NEW YORK, N. Y.—Persons & Muller Mfg. Co., bicycle saddles; reported as having recorded attachment for \$1,033.

SHELBY, N. C.—Shull & Co.; new firm; will accept agency for good bicycle.

GRAND RAPIDS, MICH.—The Gunn Hardware Co.; hardware, bicycles, etc.; reported sold out.

CERESCO, NEB.—E. Blakestadt & Co.; bicycles and hardware; reported dissolved; E. Blakestadt continuing the business.

WASHINGTON, D. C.—F. S. Cahill & Co.; bicycles; removed from 1711 Pennsylvania avenue to handsome new store on corner of 18th street and Pennsylvania avenue. This firm is agent for Raleigh and Singer cycles.

FAVETTEVILLE, N. C.—Sedberry Bros.; commenced handling bicycles; agents for the Crescent.

COLUMBIA, MO.—Hickman & Estes Hardware Co.; incorporated; succeeding Hickman & Estes; will probably take up bicycles.

LOUISVILLE, KY.—Kentucky Cycle Co., composed of Charles Jenkins, Frank Byington, and Jno. A. Wrampelmeier; have opened new bicycle store at 545 Fourth avenue.

EXETER, N. H.—It is reported here that a large bicycle manufacturing company, now located at Massachusetts, will be removed to Exeter, and employ 150 hands.

WINCHESTER, TENN.—Miser & Sprague; hardware; new store opened; stock of Carmack & Stadler, purchased; will probably take up bicycles.

Won on a "Spalding."

Mr. A. H. Barnett, the winner of the famous Irvington-Milburn road race, was at A. G. Spalding & Bros., New York store on Thursday, May 31, and was congratulated by many for his plucky riding and glorious victory on Decoration Day. He shows not the slightest effect from the bruising race, and physically would be able to repeat the performance, tomorrow. His next appearance will be in the road race for the cup at Elizabeth, on June 9, when he will ride as one of the representatives of his club. A question having been raised as to what wheel he rode, the following copy of a letter which has been received from him, will set the matter at rest at once:

May 31, 1894.

MESSRS. A. G. SPALDING & BROS., New York:

Gentlemen: To set at rest the various rumors as to the wheel I rode in the Irvington-Milburn road race on Decoration Day, I desire to state that I rode the Spalding throughout that race. This wheel I bought from your agent, Mr. W. H. Rogers, of Plainfield, N. J., one week previous to the race, and so good a wheel is it that I became thoroughly acquainted with it in that short time, and found it superior to any wheel I had ever ridden. In climbing the much-talked of hills in the Irvington-Milburn course the Spalding was at home, and much of my success can be attributed to the bicycle. Yours truly,

A. H. BARNETT.

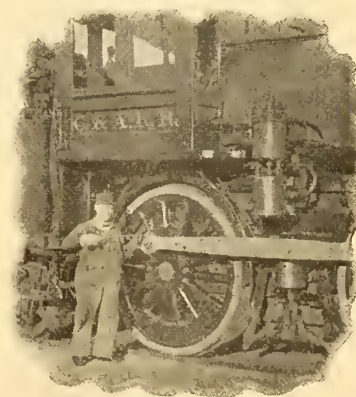
Prizes Won on Warwicks on May 30.

Waltham, one-mile handicap, J. C. Wettergreen. Time, 2:16¹/₂. Manchester, N. H., quarter mile open, James Clark. Time, :35. One-mile open, James Clark. Time, 2:30¹/₂. New Bedford, Hoyland Smith twenty-five mile road race, third time prize, J. P. Clark. Time, 1:12:23³/₄. On May 26 the Warwick scored at Milford in a ten-mile track race, first time prize being won by J. P. Clark. Time, 28:54.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton, Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge by "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting,



which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R. R.,

195 Clark street, Chicago, Illinois.

"Good Morning"

"Don't be a Clam"

"See that Hump"

"Like Mother used to Make"

"It Stands at the Head"

"Not Made by a Trust"

"Children Cry for It"

WELL!

It's nothing to the size of the

Lu=Mi=Num
....BOOM....

"Used every week day brings
rest on Sunday"

and

"Keeping Everlastingly at it
brings Success"

"Yours for Health"

St. Louis
Refrigerator & Wooden
Gutter Co., St. Louis, Mo.

Incorporated 1873.

Capital \$500,000.

"SECOND BROADSIDE" READY, SEND FOR IT.

MENTION THE BEARINGS

HAMILTON ON A SYRACUSE

Won the Denver 25-mile handicap Road Race

Denver, Colo., Memorial Day, Billy Hamilton, the Denver crackerjack won the celebrated 25-mile road race, taking both first and time prizes from scratch. He flew like a bird, up hill and down, through mud, slush, rain, and wind. He rode a SYRACUSE wheel and is tickled to death with his new mount. The quarter of a hundred miles was made in 1 hour, 33 minutes. Pretty good time for muddy roads. Within the first eleven miles he had passed the entire multitude of ninety-one contestants, and crossed the tape a winner four minutes ahead of the second man.

VAN WAGONER ON A SYRACUSE

Won the Forest Park Road Race at St. Louis

At St. Louis, Mo., June 2, Wm. Wagoner, mounted on a SYRACUSE, won first time prize in the famous Forest Park handicap road race, covering seventeen and one-half miles in 53 minutes, 47 seconds, breaking all previous records by over three minutes. The SYRACUSE also won second, third, and sixth places in this race.

At Kirksville, Mo., May 30th, the SYRACUSE WHEEL won two firsts and three seconds.

In the One-Mile Open, D. Coburn on a SYRACUSE won first prize.

Other winnings at Norwich, Conn., Kansas City, Buffalo and Manchester.



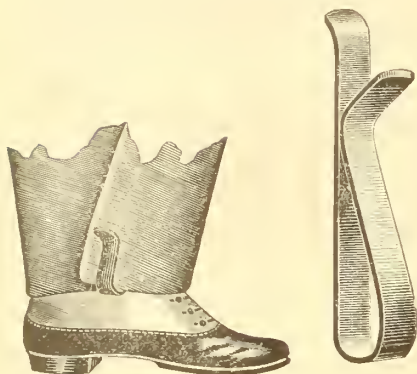
Western Agents,
A. F. Shapleigh Hdw. Co.,
St. Louis, Mo.



Manufacturers,
Syracuse Cycle Co.,
Syracuse, N. Y., U. S. A.

The Buffalo Trouser Guard.

We present cuts of one of the best trouserguard in the market. It is perfectly light, made of the best tempered spring steel, and will not bind on the ankle or rust the trousers. The general view shows the guard at exact size, and it will therefore be seen that it is so small and neat that it can be very comfortably placed in the vest pocket. By inclosing 15 cents to the Buffalo Trouser Guard Co., Buffalo, N. Y., a sample pair will be sent to any part of the United States or Canada.



Will Insure Your Wheel.

For \$1 initiation fee, and \$1 annually, the Wheelmen's Protective Co., whose general offices are located in the Havemeyer Building, New York, will protect your wheel against theft. If your wheel is stolen they will supply you with a new one of the same make, and in case the lost wheel is not recovered in thirty days you can keep the new one. The company have branch offices in all the principal offices of the country.

The Wheelmen's Registration Co., of Boston, writes that there seems to be some misunderstanding by wheelmen in regard to their business. They have inquiries daily asking if they will look up stolen wheels, and in several cases they have done this, but they wish it understood that their business is to register wheels and protect them from theft, and not to look up stolen wheels not registered. The cost of protection is certainly within the reach of all, and they feel that there are very few wheelmen but who will register when they understand it. The company are doing a fine business and have set their mark at 50,000 registrations this year, and as business looks now they feel confident that they will reach it.



HOLDERS....

To carry either oiler or pneumatic pump on your bicycle. The holders are made in two sizes, one for oiler, and larger size to carry pump. Are adjustable, and can be easily attached to any wheel. The oiler or pump is always ready for instant use, and vexatious delays are avoided.

PRICE, 25c. each, for either Size.

"PERFECT" Pocket Oiler, best in the world, 25c. ea.

"STAR" Oilers, the next best.....15c. ea.

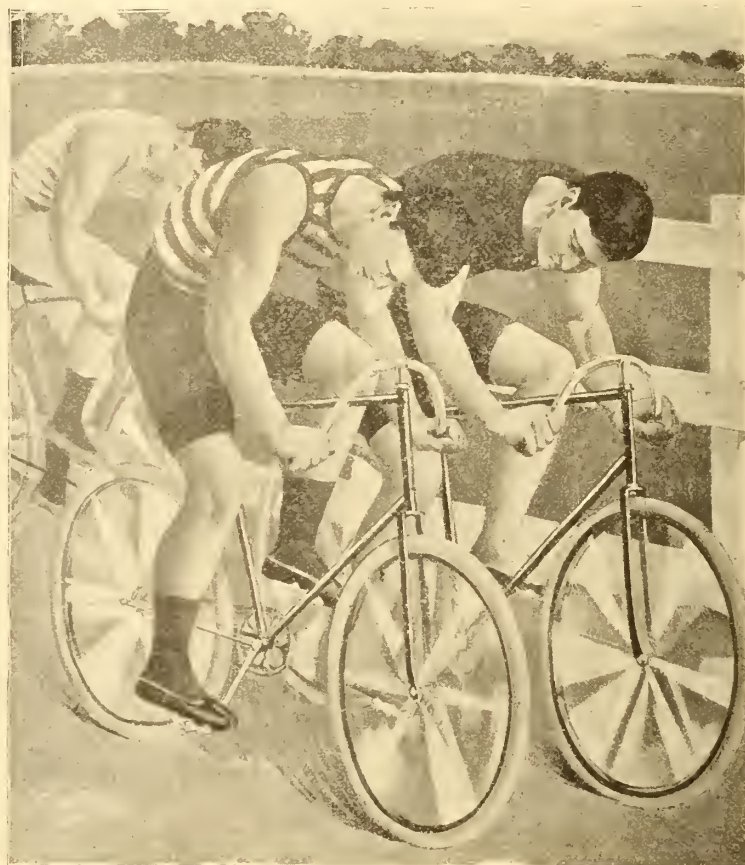
CUSHMAN & DENISON,

172 9th Avenue, - - - NEW YORK.

Mention the Bearings.

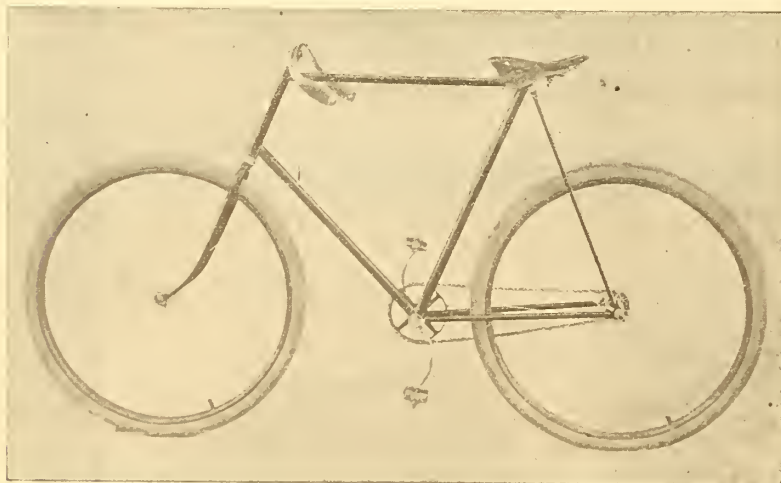
"The Bearings" Lithographs.

We are prepared to furnish race-meet promoters with lithographs, hangers, and window cards. These are all finished in five colors, and are fine specimens of the printers' art. The lithographs are 28 x 42 inches. The scene being an exciting finish of a track race. The hangers are 14 x 42, and



the window cards 10x13. The hangers are pictures of Bliss, Githens, Windle, Taylor, Tyler, Bald, Dirnberger, and Johnson, similar to the ones issued in our Christmas number. For 25 cents we will send samples of the lithographs and hangers, which will be deducted from the bill if the goods are ordered.

H. C. Weidenmann, 3517 Wallace street, Philadelphia, makes the "handy holder," a device for carrying flowers, flags, Chinese lantern, coats and, in fact, almost anything on the handle-bars of the machine. It is a simple invention, but it is just the thing for doing the above mentioned things.



THE IDE WHEELS

the result of the combination of the finest mechanical skill and the best material procurable, producing the most successful combination of

**LIGHTNESS, STRENGTH,
BEAUTY, AND SPEED.**

Your name and address on a Postal Card will bring our catalogue.

F. F. IDE MFG. CO.,

HIGH ART BICYCLES.

PEORIA, ILL.

Mention The Bearings

BARNES' IMPROVED BICYCLE WRENCH.

Our wrenches are light, strong, neat in appearance and the most convenient for use of any in the market. They are all steel, with case-hardened jaws, finely finished and nickel plated. Weights from 4 1/2 to 7 ounces; the '94 being the lightest, and the '93 the heaviest. Send for circular.

Mention The Bearings



'92 PATTERN.

'93 PATTERN.

'94 PATTERN.

BARNES TOOL COMPANY, P. O. BOX 241, NEW HAVEN, CONN.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol IX
No 20

CHICAGO, JUNE 15, 1894.

ROCHESTER'S BIG MEET.

Johnson Scores One More on Sanger—The Great Quadruplet Race Won by the Syracuse's Team.

ROCHESTER, N. Y., June 13.—Rochester was presented with an ideal day for the bicycle races. Rain deluged the track last night and work could not be done on it until just previous to the races. Yet it was fast and from four thousand five hundred to five thousand people saw some fine sport on a clear, almost still, and not very warm day. The road race finished on the track before the races commenced. This was for local riders only. The novice race was won by Hunt, of Buffalo, in 2:31½.

As will be seen by the summary there was a good field up for the mile open. Johnson trailed Sanger seven-eighths of a mile, while the Stearns team, one by one,

Worried the Big Fellow.

jumping, on a cold bluff, for home, only to return to the fold, until Sanger was worn out.

Last night and this morning he complained of cold in the head and sore neck, and said he hoped it would rain so the races could be laid over a day. Johnson was feeling like a winner today and said he would win. He did win the one-mile race, but refused to start in the two-mile open in which Sanger started. It may, have been that Johnson withheld for his mile ride against the state record. Sanger won the two-mile, running the last quarter in :28¾. Bald made the best running in this event, coming from the back of the bunch, and lapping the great fellow's rear wheel.

In the mile open Titus ran third, defeating Tyler, Taylor, and many more. The lad displayed marked improvement, and especially so in winning the mile handicap from 30 yards in 2:14, defeating Coleman and Taylor in a tight little finish, leaving Bald, Callahan, and Murphy out of the finish. Yesterday Titus is reported to have ridden a mile unpaced at Syracuse in 2:14, followed by MacDonald. Tonight he is threatened with thirty days' suspension for failing to appear at Oneonta, where he was entered, and after inspection of the track, refused to ride, leaving the grounds. Racing men are indignant over the matter.

Raymond MacDonald won the tightest finish of history when he gained a decision over Helfert in the mile open. It was thought this finish was a tie. Jenny, of Utica, was a good third. These three men are now being

Eagerly Grabbed for by Team Managers,

and they are deluged with offers.

In this heat of the mile handicap MacDonald rode from scratch in 2:18¾, but did not start in the final heat. L. A. Callahan, the time winner in the Martin, competed in several events, but was sick. He won his heat in the mile handicap in 2:17¾ from seventy yards. The final of this race was a gift to Leonart, who was given 110 yards. This man was one of the record breakers in the Martin, setting his own pace. In the mile tandem race Bald and Kennedy were up against Johnson and Callahan, and W. H. Wells and brother. After Bald and Kennedy had escaped several nice little pockets, Bald yelled to Kennedy, "Now let's run away from them" and straightway they did it, winning by three lengths.

Johnson had his revenge a little later when he and the Stearns team got up and beat Sanger, Tyler, Bald, and Kennedy, two lengths in a mile. Both teams were mounted on quadruplets, the first race ever run on this style of machine. It was a beauty. The men were neck and neck to the quarter. The Yellow Fellows took the lead, and at the half made their jump. Yellow makes a good streak. Johnson & Co. were a long yellow streak, and Sanger & Co., with Sanger in long pants on the rear seat, hustled hard but could not carry their 800 pounds to the front. They were two lengths behind at the tape. The mile was done in 2:10.

Sanger won the half-mile open from Bald, Coleman, Kennedy, and Tyler in the order named. Murphy and Callahan protested the race because they did not hear the clerk's whistle, which Billy Perrett says he blew. Referee Luscomb allowed the protest and ordered the race run over. Sanger refused to ride again. He claimed to have won a fairly run race. Manager Sidwell protested the referee's decision, but the race was run over and Murphy, Taylor, Coleman and Callahan run in the order named. Billy Murphy's dog was present and wore eye-glasses, stove-pipe hat, and

smoked a pipe. Very naturally the men have gone to Springfield to train for Rockville, Bridgeport, and Waltham.

The Road Race Summary:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	R. B. Barnes	4:30	39:21	8	J. M. Kelly	1:00	36:53
2	E. H. Sehaug	2:30	37:35	9	H. M. Buchman	2:00	33:12
3	W. Lovette	4:30	39:38	10	H. M. Moulthrop	4:30	40:52
4	H. J. Cook	4:00	39:19	11	G. E. Bartholp	1:30	33:21
5	E. J. Klee	4:00	39:23	12	C. L. Ackerson	1:30	33:24
6	C. J. Lund	3:00	38:50	13	W. Lemeisseur	scratch	36:58
7	T. C. Uhlen	1:00	36:51	14	C. J. Iven	scratch	36:59

The Track Summaries:

One mile open, Class B.—John S. Johnson, first; W. C. Sanger, second, F. J. Titus, third; H. C. Tyler, fourth; F. C. Graves, fifth; E. F. Miller, sixth; E. C. Bald, seventh; G. F. Taylor, eighth; H. B. Arnold, ninth. Time, 2:26½.

One-mile handicap, Class A, final heat.—E. F. Leonart, Buffalo, 110 yards, first; A. D. Goehler, Buffalo, 40 yards, second; F. J. Jenny, Utica, 15 yards, third; F. A. Foell, 60 yards, fourth. Time, 2:13¾.

One-mile tandem.—E. C. Bald and A. D. Kennedy, first; J. S. Johnson and C. H. Callahan, second; W. H. Wells and brother, third. Time, 2:31½.

One-mile open, Class A.—R. MacDonald, New York, first; W. J. Helfert, Utica, second; J. Jenny, Utica, third; L. A. Callahan, Buffalo, fourth. Time, 2:37½.

Two-mile open, Class B.—W. C. Sanger, first; E. C. Bald, second; G. F. Taylor, third; F. C. Graves, fourth; E. F. Miller, fifth; F. J. Titus, sixth; A. D. Kennedy, seventh; O. S. Brandt, eighth; C. M. Murphy, ninth. Time, 5:16¾.

One-mile handicap, Class B.—F. J. Titus, 30 yards, first; W. Coleman, 65 yards, second; G. T. Taylor, 30 yards, third; E. C. Bald, 20 yards, fourth; C. H. Callahan, 75 yards, fifth; E. F. Miller, 100 yards, sixth; C. M. Murphy, 25 yards, seventh; H. B. Arnold, 90 yards, eighth; F. C. Graves, 50 yards, ninth. Time, 2:14.

J. S. Johnson mile against state record of 2:17, paced by W. F. and C. M. Murphy, C. H. Callahan, and Geo. Taylor. Quarters: 32¾, 1:06½, 1:38, and 2:09½.

Run over half-mile open.—C. M. Murphy, first; G. F. Taylor, second; W. Coleman, third. Time, 1:16½.

CHICAGO MATINEE RACES.

The racing at the Saturday matinees, given under the auspices of the Associated Cycling Clubs of Chicago, and the Chicago Athletic Club are decidedly warm, the prizes are small, yet the men ride as if a piano or a diamond was up for first prize. Last Saturday's meet was particularly good, the entry list was large and the finishes hot and exciting. But one thing marred the day's sport. In the two-mile handicap, Class B, Levy fouled Ellithorpe, running him up on the bank on the first turn, on the last lap, enabling Githens and Steele to get twenty-five yards lead. By the hardest kind of riding, Ellithorpe closed the gap and nipped Githens right at the tape. Levy was suspended for thirty days, but this was afterward raised, Ellithorpe requesting it.

W. A. Thompson, of the Chicago Cycling Club, made an excellent showing. Starting with Peck and Dasey from the 40-yard mark in the two-mile handicap, he easily overhauled the field and won by a length from Cleaver. He also captured the five-mile handicap from the 100 yard mark.

Summaries:

Two-mile handicap, Class A.—W. A. Thompson, 40 yards, first; A. W. Cleaver, 70 yards, second; C. V. Dasey, 40 yards, third. Time, 4:48¾.

Two-mile handicap, Class B.—G. A. Ellithorpe, 10 yards, first; H. A. Githens, scratch, second; Gus Steele, 30 yards, third. Time, 2:28¾.

Five-mile handicap, Class A.—W. A. Thompson, 100 yards, first; C. V. Dasey, 100 yards, second; G. E. Bicker, 280 yards, third. Time, 14:25¾.

One-third-mile open, Class A, final heat.—Geo. K. Barrett, first; A. W. Cleaver, second. Time, :47. The other starters in the final heat of this race fell within fifty yards of the tape.

One-mile handicap, Class A.—A. D. Herriman, 90 yards, first; B. C. Van Nest, 100 yards, second; A. N. Leonhardt, 50 yards, third. Time, 2:18¾.

Bliss Home Again.

J. P. Bliss, A. L. Atkins, and Dave Shafer, arrived in Chicago last Monday from California. Bliss looks a little stouter than when he went away and has raised one of the cutest red mustaches that one could find in a day's journey. He is exceedingly proud of it, and it is said by his trainer, that he spends at least an hour each day in front of the looking-glass putting po-made on it. Bliss does not expect to race before July, and will spend his time getting into shape. He did five miles at the track last Wednesday, paced by Dasey and Ellithorpe, in 13:13.

GREATEST RACING OF THE YEAR.

The Cracks Fight Hard for Glory at Ilion—Sanger Defeats Johnson in the Mile Open.

ILION, N. Y., June 9.—G. Minton Worden, mayor of Ilion, was referee at today's race meet of the Remington Cycle Club in the New York state circuit. And there is something about the old racing man that inspires good racing. Certain it is that better fields came out for the races here than at any point on the circuit. Twelve good men and true were up for the half-mile open. And the referee placed no time limit on the event, asking the men to put up a good race, which they did in all but one instance, and that in a Class A event.

William Montague Perrett made his bow to the race goers for the first time this season, and the way in which those fields came out and toed the mark to his cheery call proved that he had lost none of his abilities as clerk of the course. Stillman G. Whittaker was announcer and man of all work, and did his work well. Those reinstated, lilly whites, Charlie Culver and A. O. McGarrett, were judges.

Ten Events Were Run Off

in less than two hours, and two half-mile record trials, one by Tyler in 1:03 $\frac{3}{4}$, and one by Helfert, of Utica, in 1:09 $\frac{1}{2}$ were run between races. The track was good eighteen feet from the pole, but could not be ridden at the pole. A few days before the races a few inches of water covered the backstretch. This was the best day's sport of the season and was conducted in first-class style. About 1,500 people sat under a cloudless sky with a strong breeze blowing down the homestretch and cheered themselves hoarse.

Interest centered, of course, in the battles of the giants. Bald yielded to Sanger by a length in the half-mile open. Johnson gave up to the Milwaukee giant by several feet in the mile open, and was beaten a second time by Bald in the half-mile handicap.

Kennedy, of Chicago, was third in the half-mile open and second to Titus in a tight finish in the mile handicap. He was still bothered by a bad knee, the result of his Cohoes fall. In the mile open Sanger was tired from his sprint of three-eighths of a mile with Tyler in the half-mile record attempt, yet defeated Johnson. He had not forgotten

Johnnie's Refusal to Set Pace

in the mile handicap at Troy, nor the trick at Cohoes.

Raymond McDonald came into the Class A events, and the manner of his coming created a furor. Heretofore Helfert and Jenny have fought out the finishes, and McDonald was not figured on by the over-confident Utica men. It was in the half-mile open that he showed his real colors and with a Zimmerman-like jump came home well in the lead. He was "bloody well" watched, as Leeming said, in the quarter-mile state championship, but won a rather warm race by a foot.

Helfert got a new idea, and in the mile open made his jump first, gained a lead of a length and held six inches of this to the tape. The men's handle-bars touched as they crossed the tape. Jenny was not in shape to do battle as he was before his tumble at the Cohoes races.

The Greatest Field of the Year

in Class B racing was up for the half-mile open. A great battle was anticipated. Sanger, Tyler, Johnson, Murphy, Callahan, Bald, Coleman, Arnold, Graves, Miller, Ben Cleveland, Titus, and Kennedy faced the starter. No time limit was placed on the event. As the field waited in line for the starter's pistol, a grand sight was presented. At the pistol crack Watson Coleman jumped to the front and paced to the quarter at a merry clip. There the field bunched and down the stretch, with the wind in the back, Sanger came nobly from the bunch, with Bald pressing closely on his rear, but plainly unable to pass. Kennedy, of Chicago, and Murphy, fought a noble battle for third, the Chicago man winning by inches only. Johnson, Callahan, Tyler, and others, were in the bunch that finished all close up.

Fred J. Titus, had thirty-five yards in the mile handicap; Taylor, twenty-five yards, was back-mark man. These two caught the field, including a number of good men, paced by the 110 yard men, Brandt and Wells, at the half-mile. Working through the field, all were well bunched at the quarter. Taylor's race, said all, but Taylor could not hold Titus who came up, closely pressed by Kennedy, and in a hot finish they crossed the tape, Coleman third.

Helfert started scratch in the mile handicap, Class A, and made a noble effort to win the race and state record. He failed only after a hard fight.

Sanger and Johnson, in fighting for victory in the mile open,

Distanced All But Murphy

of a large field, the rest not finishing in this event. Bald thought the half-mile the finish, and sprinted to a lead of 100 yards. Sanger won a noble fight, Johnson being clearly unable to gain an inch on the last quarter.

Helfert won the closest race of an exciting day's sport, when he beat Raymond McDonald six inches in the mile open, Jenny being third, with a large field back. The men fought the entire last quarter, only a matter of inches apart.

The half-mile handicap brought Johnson to the scratch mark, with Bald at twenty yards, and Murphy at ten. The men had the field in the homestretch, when Johnson and Bald emerged to fight it out. Bald had a length the best of it and this he maintained, riding like mad.

Helfert went a half-mile against time, paced by Foell and Steensen, and did it 1:09 $\frac{1}{2}$.

The Summary:

Half-mile open, Class B.—W. C. Sanger, first; E. C. Bald, second; A. D. Kennedy, third; C. M. Murphy, fourth. Time, 1:11 $\frac{1}{2}$.

One-mile handicap, Class B.—F. J. Titus, 35 yards, first; A. D. Kennedy, 40 yards, second; Watson Coleman, 55 yards, third; C. H. Callahan, 60 yards, fourth. Time, 2:25 $\frac{1}{2}$.

Half-mile handicap, Class B.—E. C. Bald, 20 yards, first; J. S. Johnson, scratch, second; E. F. Miller, 50 yards, third; Watson Coleman, 30 yards, fourth; O. S. Brandt, 65 yards, fifth; H. B. Arnold, 45 yards, sixth; C. H. Callahan, 35 yards, seventh. Time, 1:07 $\frac{1}{2}$.

One-mile open, Class B.—W. C. Sanger, first; J. S. Johnson, second; C. M. Murphy, third. Time, 2:41.

One-mile novice, Class A.—Arthur Fay, first; J. H. Harrison, second. Time, 3:05 $\frac{1}{2}$.

Half-mile open, Class A.—R. McDonald, first; W. J. Helfert, second; F. J. Jenny, third; F. A. Foell, fourth; H. R. Steensen, fifth. Time, 1:19 $\frac{3}{4}$.

One-mile county championship.—H. R. Steensen, R. C. C., first; K. B. Witherbee, Richfield Springs, second; J. H. Harrison, R. C. C., third. Time, 2:53.

Quarter-mile state championship.—R. McDonald, R. W., first; W. J. Helfert, U. C. C., second; F. J. Jenny, U. C. C., third; Harold Higgins, R. C., fourth. Time, :34.

One-mile handicap, Class A.—F. W. Palmer, 90 yards, first; J. E. Ayres, 85 yards, second; H. R. Steensen, 20 yards, third. Time, 2:29 $\frac{1}{2}$.

One-mile open, Class A.—W. J. Helfert, first; R. McDonald, second; F. J. Jenny, third. Time, 3:19 $\frac{1}{2}$.

ONEONTA'S POOR TRACK.

ONEONTA, N. Y., June 7.—From a Class B standpoint the Oneonta Wheel Club's races amounted to nothing, as nothing indicative of the relative standing of the riders occurred. The rule stipulating attendance wherever entered brought a good field of Class B men. But the track was so bad that none could be induced to race when here. Thus the matter stood until solved by the managers of the racing men at the earnest solicitation of the race-meet promoters. The men drew lots to decide who would ride. This may look crude, but it was the best thing under the circumstances. The track was heavy and soggy. On the backstretch of the quarter-mile track was a springy, soggy section that threatened disaster to the men following a pacemaker as close as do the cracks. All would have piled in one indiscriminate heat.

There were two Class B events, and Tyler captured the first, a mile open, in 2:39. He complained of having tired himself out completely. Johnson and Bald, starting from scratch, paced alike to overtake the field in the two-mile handicap, and Johnson won in 5:35 $\frac{1}{2}$. The time made stamped this as a most meritorious performance.

The audience of 1,500 people was very enthusiastic, and expected the appearance of the good men. "Twould have been too bad to have disappointed them.

Sanger Did Not Ride.

He drew blanks all around. Kennedy had remained in Troy to recuperate after his fall. Titus and Wells had been up to see the track and left for Syracuse, first telegraphing a warning to the men at Cohoes. This warning, owing to L. A. W. rules, could not be heeded.

Jenny, of Utica, was left at Troy, as two severe falls at the Cohoes races laid him up. H. R. Steenson, of New York, showed marked improvement and mowed down a good field in the half mile, 1:30, Class A, beating out C. J. Iven. W. J. Helfert, Utica, won a pretty contest in the mile 2:40 class; Foell, of Buffalo, Running second. Foell "got a move" in this race that surprised his friends.

Helfert also won the five-mile state division championship, on which E. M. Santee, of Cortland, the referee, very considerably placed a 15-minute time limit. The race was hard fought. The boys did all they could to get inside and failed, doing 16:52 $\frac{1}{2}$. The finish was a desperate one between Helfert and Kibby. Dr. Santee considerably (?) ordered the race run over, the men refused, and he called the race off, amid the hisses and cat-calls of the audience, and personal protestations of officials and visitors alike. "I can not allow the race to stand a disgrace to Oneonta," said the doctor in a pompous voice, but he didn't say a word about the disgrace of running races over so poor a track. Helfert will protest to the Racing Board.

Sanger took a hand in the discussion and declared he could not ride five miles on the track in 15 minutes.

The Summary:

One-half-mile novice.—J. T. Folsom, Binghamton, first; R. V. White, G. R. W., second; L. Palmer, Sidney, third. Time, 1:21 $\frac{1}{2}$.

One-mile, 2:40 class, Class A, final heat.—W. J. Helfert, first; F. A. Foell, second; C. J. Iven, third. Time, 2:45.

One-mile open.—H. C. Tyler, first; Watson Coleman, second; O. S. Brandt, third. Time, 2:39.

Two-mile handicap, Class A.—W. J. Helfert, 40 yards, first; F. A. Foell, 70 yards, second; R. A. Gregory, Scranton, 110 yards, third. Time, 5:30.

One-half-mile, 1:30 class, Class A.—H. R. Steensen, R. W., first; C. J. Iven, Rochester, second; Lynn Palmer, third; A. B. Curtis, fourth. Time, 1:18.

Two-mile handicap, Class B.—J. S. Johnson, scratch, first; H. B. Arnold, 125 yards, second; E. C. Bald, scratch, third. Time, 5:35 $\frac{1}{2}$.

Five-mile state championship.—W. J. Helfert, Utica, first; C. F. Kibby, Richfield Springs, second; C. J. Iven, Rochester, third. Time, 16:52 $\frac{1}{2}$.

Jap Clemens was unfortunate enough to puncture his tire recently, when he was several miles from nowhere, and but for the ingenuity of Birdie Munger would have had a long walk. There was not a repair outfit in the crowd, and walking seemed inevitable, when Birdie asked for an egg. One was procured and after removing the inner tube, Birdie repaired the tire, using the skin of the egg in place of rubber and the white portion for cement. After carefully replacing the tube, and blowing up the tire the boys went on their way rejoicing, with a new idea in their heads.

THE BIG CENTURY.

Four Hundred and Eighty-Two Wheelmen Ride From Newark to Philadelphia—Mercer County Wheelmen Win First Prize.

PHILADELPHIA, Pa., June 10.—The Mercer County Wheelmen, of Trenton, N. J., won the first prize in the seventh annual century run from Newark to this city yesterday, having the largest number of survivors, eighty in number. The Quaker City Wheelmen, of this city, won the second prize, their representation consisting of fifty-five men. For the third prize the Philadelphia-Penn and Time Wheelmen tied, each organization having twenty-six survivors. The special prize offered to the club bringing in the largest number of survivors, having a membership of thirty-five or under, was won by the Turner Cyclers of this city, that club having twenty-one men in line out of a membership of thirty-four.

There were 482 starters in the run, which included representatives from over one hundred clubs, of Pennsylvania, New Jersey, and New York, and at least four hundred of these survived the arduous ride of 101 miles. The majority of the contestants went from this city on Friday afternoon in a special train, and on Friday evening Newark was alive with wheelmen, many of whom had come especially to see the start at 4 o'clock on the following morning. The Century Wheelmen, of this city, who heretofore enjoyed the distinction of having

The Largest Number of Survivors.

were in line, but came through as unattached riders. Three women started in the run and one of them, Mrs. Smith, of the New York Touring Club, was attired in the regulation bloomer costume. The other two fair pedal pushers were Mrs. A. F. Williams, of the Mercer County Wheelmen, and Mrs. E. Johnston, of this city. Mrs. Johnston finished about half an hour after the first contingent had arrived, and on her way down Broad street she was loudly cheered right and left. The youngest rider on the run was Marquis L. Vanderslice, son of the manager of the Philadelphia Cycle Co. He was mounted on a specially built wheel. He kept well up in the lead the entire distance and finished in good time. It was his second century, he having survived last year.

The time for starting had been fixed at 4 o'clock Saturday morning, but long before that hour the cyclers began to arrive, and at 3:45 o'clock Broad street, Newark, in the vicinity of the Continental Hotel, was fairly alive with wheels and wheelmen, and the scene attendant was one of unusual excitement.

The Century Run Starts.

Just as the bells pealed the hour of 4 o'clock, nearly five hundred wheelmen, all nately attired, with club flags and varicolored ribbons waving in the cool morning air, stood by their steel steeds eager for the day's sport to begin. A few minutes later, and amid the cheering of hundreds of cyclists, and the large crowd that had assembled to see the start, the order to mount was given, and almost simultaneously the long line of wheels began to move, and their riders were commencing their long ride of 101 miles to the city of Brotherly Love. The wheelmen all took the precaution to divest their machines of all the superfluous burden, and carried comparatively no dead weight.

In the lead of the line, which extended nearly a mile, and numbered 482 cyclers, was Charles Edge, of the Atlanta Wheelmen, of Newark, N. J., whose duty it was to pace the centurions as far as Plainfield, N. J. Then came the committee having the run in charge, consisting of Messrs. H. A. Cain, of the Time Wheelmen; Whipple, of the Oxford Wheelmen; Fisher, of the Alpha Wheelmen; Wheeler, of the West Philadelphia Cyclers; Estoclet, of the Quaker City Wheelmen. Following behind came the large body of cyclers, all riding at a moderate rate of speed, and in good line.

For the First Twenty-five Miles

good time was made, Charles Edge, the pacemaker from Newark, was relieved at Plainfield, the second checking station, by Capt. F. L. F. Martin, of the Plainfield Bicycle Club. The usual number of casualties occurred, such as the breaking of spokes and the puncturing of tires, but outside of these nothing occurred to mar the pleasure of the day.

J. C. Tattersall, of the Mercer County Wheelmen, took up the pacing at Hopewell, and finished his part of that work at Bristol, where Joseph Estoclet, of the Quaker City Wheelmen, commenced scorching, and continued in the lead until Broad and Montgomery avenues was reached.

It was 12:15 when Trenton was reached, and the appearance of the wheelmen caused much enthusiasm from the large crowd assembled on Warren street. The men came down the latter thoroughfare and dismounted near the corner of Broad street. The scheduled time to reach Trenton was 1 o'clock, but the improvement of the road since last year was prolific of faster time, and the Jersey capital was made 45 minutes ahead of time. A committee of the Mercer County Wheelmen and Y. M. C. A. was on hand, and every man was furnished with a ticket which entitled him to a free bath at the Y. M. C. A. clubhouse on State street. Two hours were allowed for dinner at Trenton, and promptly at 3 o'clock the ride was again taken up. The roads from Trenton to Bristol were very rough, and as the day grew hotter many men gave out, and had to lie down by the roadside, and a number were unable to continue. Frankfort was reached with plenty of time to spare. From there to Broad street was the toughest part of the entire ride. The route had been changed there from the usual course, in order to avoid portions of Rising Sun Lane, now being repaired, and Asylum Pike and old Second street taken. This road was rough and muddy,

and the ride something awful. Good riders were unable to keep on their machines, and

Many Had to Walk.

The road was very narrow and the men had to go in single file for the greater part of the distance. The finishing point was reached at 6:45 p. m., 15 minutes ahead of time.

Notwithstanding the fact that the committee in charge had decided not to allow colored riders to participate, which action was considered very unjust by the colored men, three of them came through with their badges on and will receive their medals the same as the other survivors. They are Benjamin Vansicle, James Jackson, and Fred Byers, of the Eagle Wheelmen, of Newark.

The extensive advertising which the run had received in this city brought out large crowds, and proceeding on their way down Broad street, the line was hemmed in on both sides by thousands of people, who loudly cheered the cyclers as they passed. The checking system introduced by the Time Wheelmen last year worked to perfection and promises to become universal.

Every make of wheel known was represented. This information was gathered by the representative of THE BEARINGS, who was with the men from Trenton to Philadelphia. Of the makes represented the Victor, probably took the lead, with the Columbia, Spalding, Union, and Rambler wheels a close second. Milton Mohn and Samuel Gillan left the main body of riders at Hopewell and scorched in, reaching the finish at 3:10 p. m. They were mounted on Cleveland wheels. Frank Silvers, of the Quaker City Wheelmen, was the first man to arrive. He rode a League chainless bicycle, and made the 101 miles in 10:50:00.

This morning the survivors of the run, together with about six hundred Philadelphia cyclers, assembled at Broad and Columbia avenue and participated in the survivors' run through Fairmount Park.

Negroes are Independent.

From present indications there is considerable trouble ahead for the committee which had charge of the century run. At the meeting prior to the event it was decided to bar the colored riders from competing and several applicants for badges from members of a colored cycling club of this city were refused. The club in question is the Meteor Wheelmen, which has on its membership roll Captain Stevens, common councilman from the seventh ward, Doctor Howard, and James G. Davis, chief draughtsmen of the gas bureau of this city. These gentlemen called on THE BEARINGS' correspondent on Thursday night and explained how they had been treated. They expressed their disapproval of the action of the committee, and during the course of his remarks, Doctor Howard said: "We do not deny their right to do as they like in a matter of this kind, but we do not think it right for them to make such a wholesale discrimination. We are all professional men, and are very select in our associations. As colored gentlemen cyclers I think we should be allowed the same privileges as other riders and we think we have been very unjustly dealt with."

As the event was one open for all respectable riders, and had so been advertised, the action of the committee was inexplicable, especially as the men were members, not of an unknown organization, but of a club which has won a reputation as being one of the best dressed and best behaved wheeling clubs in the city. The action of the committee was unwarranted and uncalled for, and now becomes all the harder to understand, when it is known that badges were sent to the Eagle Wheelmen, of Newark, N. J., which is a well-known colored club, and three of whose members survived the run.

Taxis' Recovery.

Taxis is about once more, but he is a sorry sight to see. "Billy" is pretty badly cut up, and it is a shame, too, for Taxis was riding very fast. Taxis feels very much aggrieved at Murphy, and claims that it was purposely done, and that he (Murphy) had tried it once before in the same race, further down the stretch, but did not succeed. In speaking of the race to a party of friends at the Union Cycle Co.'s branch store last week, Taxis said that Wells and Titus had the pole, Taylor and Taxis were on the outside, while Murphy was in the middle. When Murphy saw that he was beaten he pulled himself directly in front of Taylor, throwing him, and mixing Taxis up with the two wheels. Billy described a semi-circle and landed on his right cheek, scraping his ear so badly that it was nearly wrung off. Taxis has a vivid recollection of the positions of the contestants at the time of the accident.

Brooklynites Withdraw From the M. A. C.

NEW YORK, June 13.—Brooklyn Wheelmen have broken away from the Metropolitan Association of Cycling Clubs, and have formed an independent league, the organization of which was completed yesterday. The new association is called the Associated Cycling Clubs of Brooklyn, and has elected the following officers: President, George T. Stebbins, Brooklyn Bicycle Club; secretary, P. Walter Hewlett; treasurer, Albert Helmstead, Bedford Bicycle Club; executive committee, W. A. Tate, Montauk Wheelmen; Robert L. Stillman, South Brooklyn Wheelmen; W. E. Fuller, Brooklyn Bicycle Club; Fred Hawley, Kings County Wheelmen; Wm. Nash, South Brooklyn Wheelmen; E. J. Dorlan, Freeport Wheelmen; C. W. Jansen, Montauk Wheelmen; Wm. H. Roberts, Kings County Wheelmen.

A bicycle has been ordered for Queen Emma, of Holland.

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GEORGE K. BARRETT, EDITOR.

ZIMMERMAN'S SUCCESSOR.

While the much mooted question as to who would succeed to the place which Zimmerman occupied so long as the recognized amateur champion of America—if, indeed, any one should be able to attain the proud position—is far from settled, although it looks very much as if Sanger would be the man. He has been defeated, but only by cowardly tactics, if such an expression is applicable to the riding of a man who absolutely refuses to set pace, and lets his opponent do all the "donkey" work till within a few yards from the tape. A victory won in this way is not, at the best, a very satisfactory one to the rider, and far less so to the public. The grand stand loves the man who will make good racing, whether he wins or not. Sanger has shown a disposition to get out and ride, whether or not some other rider was in the race, with the avowed intention of "hanging on" till an eighth of home.

So far Sanger has made the best showing, but the season is young, and it is hard to tell what it will bring forth. Bald, the much tipped coming champion, has not as yet shown the form that was expected of him; Bliss has not tried his speed with that of the other cracks; Taxis and Dimberger are laid up; and Tyler and Taylor have not reached the best of condition yet. Johnson alone seems to be doing as much as was expected of him—to run a close second to Sanger.

FAIR RIDING ONLY.

Chairman Raymond is hot after those riders who have shown a disposition to earn their salaries as members of Class B racing teams, riding for manufacturers, by winning races by fair means when they can, and by foul means otherwise. The followers of cycle racing did not realize what a dangerous experiment Class B racing would prove, what temptations it would throw in the way of riders to disgrace themselves and the sport. It is only by dealing with the question quickly and firmly, that serious injury to the sport can be avoided. We are glad to see that Chairman Raymond has realized the situation, and has shown a disposition to use the most stringent measures to prevent the demoralization of the sport. He has issued an official notice to the referees of race meets, and to the riders, which we give in full. Here is what he says to referees:

We rely on you to assist us in seeing that the rules are enforced, to keep the racing path free of all taint, and to see that each competitor has an equal chance to win any position he may be entitled to by reason of his abilities.

With the element of trade rivalries entering so largely into the Class B races, extra care and prompt punishment is needed to impress on racing men and public alike that no shadow of wrong-doing will be tolerated or permitted, and any man guilty of wilful, foul, or unfair dealing in connection with cycle racing, will be promptly and sharply dealt with.

We ask that you will report any suspicious riding, attempts to pocket, or foul competitors, prearranged races, etc. We ask you to remember that we are ready to suspend, for a sufficiently long period, any man guilty of

these acts. That we want full and complete details made out while the occurrence is fresh in your mind.

Read the rules carefully and make your decisions conform therewith. You may place time limits on any race. See that they are reasonable and fair limits, then stick to them. Competitors and trainers should not be disputed with. The competitor, if treated fairly, can have no just grievance, and the trainer has no business to dispute the referee's decision.

Receive any protest, and carefully examine into it before rendering a decision.

Remember that if your decisions are in direct line with the rules, yours is the highest authority of the meet. No racing man, trainer, attendant, or manager, can alter or amend it, and should not be listened to, except as you have need of such testimony to enable you to get at a just decision, and such testimony should only be tendered when you ask for it.

If your decision be contrary to the rules, the racing man has his redress by a protest and reference to the National Racing Board to secure a reversal. In all such cases the prizes should be held, pending the final decision.

The warning to contestants reads as follows:

Ride fair or else do not ride at all. This is fair warning. Too much team work will result in too little in the future. Riding to instructions, when such instructions are calculated to injure, destroy, or lessen a competitor's chances in an unfair manner, will not be permitted to go unpunished.

Be careful, if a Class A man, what character of prizes you ride for. The rules are plain on this point. Many men suffer under this clause of the rules this week.

Be sure and protest any man whom you think should be in Class B by reason of his competing outside the 200-mile limit. You run a risk by competing with him unless under protest.

To all men riding in Class A who should be in Class B a final warning is given. It would be a more graceful act to go voluntarily where you belong than by declaration from this board.

What he says about fair riding speaks for itself, and it is plainly the duty of every referee to see that his instructions are carried out to the letter. The paragraph in the admonition to contestants to protest all men, riding in Class A, whom they think should be in the promateur class, may not be regarded in the same light by all. There is a specie of honor among racing men and others that forbids the telling of tales. Last season it was an open secret that there were many men in the pay of manufacturers, but there could not be found any one to tell the facts of the case to the Racing Board. Riders would compete with other riders whom they knew were in the pay of makers and never breathe a word against them, for fear of straining a point of honor, or of bringing odium on their own heads. That was all very well last year, but it is different this year. A class has been provided for those men who are willing to sell their speed, and they should be in it. The man who protests them violates no point of honor that can be seen under a microscope, not only that but he fails in his duty, not only to the good of racing, but to himself if he fails to make a protest when he has reasonable cause to believe that a competitor is riding under false representations.

POTTER'S GOOD WORK.

Isaac B. Potter has not forsaken the cause of good roads just because he has been turned down by the League of American Wheelmen's officers. He is going on with the work in his own way, unhampered by the thousand and one restrictions that must, of necessity, encompass one who is working for a voluntary organization, like the League—and we must admit, whether we would or not, that his way bears the stamp of good common sense and practicality. He has grasped the idea of what is needed by practical road men, and has provided, or is providing, an advance copy of the first number of the *Potter's Good Roads Library*, as he has called his new series of publications, is to hand. It is devoted to "Country Roads," and is divided into five chapters on "Road Philosophy," "Road Drainage," "Improving the Surface," "Cross Drains and Culverts," and "Bridges." The pamphlet is freely illustrated and gives practical information, in the form that practical men want it. It contains a number of tables, giving cost of materials and construction, strains, carrying capacity of drains, etc., etc., all of which will prove particularly valuable to road builders, inspectors, and all interested in road construction and maintenance. Each number of the library is complete in itself, and treats of a separate and distinct subject. Among the many subjects that will be treated, that of "Race Tracks" will particularly interest wheelmen. Let us hope Potter will continue his good good roads work.

Winnetka Law (?).

Chicago wheelmen are having considerable trouble with the authorities at Winnetka, a suburb of Chicago, and not a few of them have had to put up a \$5 note or pass the night in jail. They are repairing the roads in the town, and there is one stretch, a block long, that is so torn up that it is impossible for wheelmen to ride it. Most of them take the sidewalk for a block to get around it. Now the authorities are very smart people, and seeing a chance to make money they swore in a lot of officers and stationed them at the bad spot, with orders to arrest all wheelmen caught riding on the sidewalk. That the new officers might not be lax in their duty they were promised half of the fine. At least one hundred unwary riders have been caught the past two weeks and forced to pay \$5.

ROAD PHILOSOPHY.

The following from the opening chapter of the first number of Potter's "Good Roads Library" is well worth the reading of every rider of the wheel. Other comment on the pamphlet will be found in another column of this issue:

Highways are what we make them. In this country they are a creation of the disreputable trinity of bungle, blunder, and botch, and like the common roads of the other nations they bear the imprint of their makers' skill. A country road, like every other piece of human work, is bad, or tolerable, or fair, or good, or excellent, or splendid, just in proportion to the amount of sense and ingenuity that has been put into its construction. Every well-done job is a testimonial of its maker's intellect; every good law is a monument to the intelligence of a nation.

In my judgment the reason why our country roads are bad is because they haven't had a sufficient place in the public mind. They are slovenly imitations of a bad model; chums to custom and strangers to sense. They have cost us thousands of millions of dollars, but not an hour of thought; and while our brains have been gathering wool in distant pastures our money has turned into mud. And I believe that every citizen of this country who owns a wagon should paint in conspicuous letters, on each end of it, these words: "He that hath brains to think, let him think." And then, if he is brave enough to tackle a single full-grown thought on the subject of country roads, and brainy enough to entertain it for sixty mortal minutes, he will perhaps know what his horse knew years ago. He will know that the country road is an expensive, inferior, and sometimes useless and cruel affair; expensive to the farmer and cruel to every beast he employs. And let me say that I have never had the heart to blame a kicking horse. It is the only way he has of stating his opinion—his one solitary method of filing an objection. When he kicks too much I always think of the other horses that don't kick enough; and I have seen it done under perfectly justifiable

The races went off in good shape, and the O. W. C. management are to be complimented on their perfect arrangements, as also the Cleveland officers who assisted on the track. The officers were as follows: Referee, John T. Huntington; starter, George Collister; judges, A. L. Garford, H. P. Shupe, W. H. Chubb, B. E. Carpenter; clerk of course, Gus Boyer; scorer, B. J. Hamm.

The Summaries:

Quarter-mile open.—E. C. Johnson, first; R. F. Goetz, second; L. C. Johnson, third. Time, :34½.

One-mile, 2:40 class, final heat.—O. P. Bernhart, first; A. B. Ellis, second; R. K. Updegraff, third. Time, 2:43½.

Half-mile open.—L. C. Johnson, first; E. C. Johnson, second; A. I. Brown, third. Time, 1:17½.

One-mile handicap, final heat.—L. C. Johnson, scratch, first; E. C. Johnson, scratch, second; G. E. Myers, 120 yards, third. Time, 2:21½.

O. W. C. championship.—A. B. Ellis, first; A. Gregg, second; G. F. White, third. Time, 2:48½.

Two-mile handicap.—P. T. Gilbert, 220 yards, first; A. H. Shaw, 200 yards, second; A. P. Phillips, 220 yards, third; A. Gregg, 180 yards, fourth. Time, 5:50½.

One-mile open.—A. I. Brown, first; A. B. Ellis, second; L. C. Johnson, third. Time, 2:35.

S. B. C.'S NEW SUMMER CLUB HOUSE.

SPRINGFIELD, MASS., June 8.—The Springfield club opened its summer clubhouse in Wilbraham the second Sunday in June—last Sunday. The furniture was moved in the day before, and a large number of the boys went out Sunday to get a glimpse of the new structure. The building stands on a little eminence overlooking a pretty sheet of water and the scenery in any direction is beyond description. A good hotel is located near where meals are served at low rate. The building is built airy and cool and has splendid, broad piazzas. It will serve as a terminus or half-way house for summer runs and winter sleighing parties.



conditions—under circumstances of cruel provocation that would excuse manslaughter and justify an earthquake; and though the air was filled with splinters and profanity, I have had the happy satisfaction of seeing a dumb and patient brute deliver an eloquent and emphatic argument in behalf of down-trodden labor. The only beast that was ever known to talk is said to have called Mr. Balaam's attention to the bad going.

If all the sixteen millions of farm horses in this country—all the faithful beasts that have become galled and jaundiced and wind-broken and spavined and foundered and mangy in our service—should make up their minds to balk and shy at every mud hole, and for every blow, to stand in their tracks and kick holes in the firmament, the question of better roads would be forever settled. "People are sooner reclaimed by the side-wind of a surprise than by downright admonition."

JOHNSON DAY AT OBERLIN.

OBERLIN, June 9.—A fine day brought over one thousand people out to see the closest and most exciting races ever held in Oberlin. The track was in splendid shape, and fast time was made. Lutie and Ernie Johnson won the greatest honors for Cleveland, each winning two races and each getting two seconds. Lutie Johnson also captured two thirds.

The one-mile, 2:40 class final, was one of the closest of the day. O. P. Bernhart led from the start, and won in 2:43½, making the last quarter in :29½, thus lowering the Oberlin track record. A. B. Ellis pressed him closely on the final spurt.

The mile handicap was run in two heats. Lutie Johnson won the final heat from the scratch in the fast time of 2:21½. This was the fastest mile of the day and also state competition record. In the second quarter of the two-mile handicap the men were bunched when right in front of the grand stand Bernhart's tire loosened and threw him. Van Tine tumbled over him and Comstock, in trying to avoid the pile, smashed into the grand stand, bruising himself severely.

The formal opening will be the same day as the annual field day exercises. The date has not yet been decided upon. The wheeling committee of the club and the house committee will announce the date later. It will probably be the last of this month.

At the regular monthly meeting of the Springfield club half a dozen resident members and half as many non-resident members were admitted. The outlook for the summer was reported exceptionally good.

Henry S. Dickinson, president of the Dickinson Paper Company, of Holyoke, and a prominent member of the Springfield club, is favorably mentioned as a candidate for mayor. One thing is absolutely certain—if elected he would see that the streets were put in proper condition without delay.

Dodson's New De Soto Record.

H. L. Dodson, of Chicago, is said to have broken Bert Harding's record over the De Soto course, St. Louis. He claims that he did it in 3:02:00, Harding's time being 3:30:00. Dodson started from the clubhouse of the South Side Cycling Club at 7:20 a. m., reaching Bulltown at 8:50, Victoria at 10 o'clock, and finished at 10:22. Dodson rode an American Hill Climber, a two-speed-gear machine. The St. Louis men are inclined to doubt the record, saying that the timing can hardly be relied upon.

One Advantage of the Bloomer Costume.

A little party, consisting of two ladies and three gentlemen, stopped in front of a bicycle store on Michigan avenue, Chicago, last Sunday. One of the ladies' wheels was broken, and the party was puzzled what to do. Finally they decided to leave the wheel in the store. They were several miles from home, and as the ladies were dressed in bloomers the one with the broken wheel naturally objected to riding home in a street car in that costume. Here is where the beauty of the dress showed itself. One of the gentlemen gave up his wheel, the lady mounted it, and the party went on its way rejoicing, leaving the man to go home on a car.

RESIGNED THEIR POSITIONS.

The Governing Board of the Press Cycling Club Think They Have Been Insulted—Probable Fatal Accident to a Racing Man.

BOSTON, MASS., June 8.—The governing board of the Press Cycling Club has resigned. It all came about in this manner: The names of three applicants for membership in the club were rejected by the board. Their sponsors were indignant and appealed to the club, and at a special meeting the board's decision was reversed. As this was a direct slap at the board the directors were wrathful and promptly resigned in a body. They claim that it shows that they have not the support and confidence of the members and that the reversing of their decision proved it. Those who resigned their office were C. W. Fourdrinier, W. C. Grout, A. W. Pease, A. H. Gaudalet, J. R. Towne, L. Cates, and F. E. Bertram.

Last Saturday afternoon at the Jamaica road race Peter McDuffee, who was just crossing the tape, collided with a little girl, who stepped right in front of his wheel. He was thrown to the ground unconscious and taken to the Boston City Hospital, where he has been ever since. His recovery is given up by the attending physicians, as his skull is fractured, and his death is momentarily expected. This is the first serious accident that has occurred in the state within the remembrance of the oldest cyclist, and has thrown a damper over the whole community. He is a fellow who was well liked, and his friends have the sympathy of a large class of people.

The next event of importance at the Waltham track is the card of races to be given there June 18 by the Waltham Cycle Club. They have made out a very excellent list, with but five events in all, two Class A and three Class B events. They have at last learned a truth that should have been learned long ago. That is that the public does not want to see a lot of events.

Two Hours of Racing Is Enough

for any crowd that was ever gathered together, and this card will furnish just about that much. There is a one-third mile, and a mile handicap, Class A. Then there is a third mile, a mile invitation, and a mile handicap, Class B. The following men have been invited to go in the mile invitation: Sanger, Tyler, Taylor, Gary, Bliss, Dirnberger, Githens, Kennedy, Taxis, J. S. Johnson, C. M. Murphy, Callahan, W. F. Murphy, Titus, Graves, Warren, Bald, and some few others. Gary and some others have accepted. Gary will get up here for the first time this season, and it is expected that he will give some of the big ones a hard rub. He is feeling very well, and is said to be riding fast. He will be a great card for the people round here. Sanger will undoubtedly go a mile unpaced. He is anxious to do so and, if he does, the Waltham club will have the honor of giving to the world a new mile record.

Pastors Friendly to Cyclists.

There came to me through the mail this morning a large poster, which reads as follows and which explains itself:

WHEELMEN ATTENTION!

You are invited to a Special Service
NEXT SUNDAY, JUNE 10, AT 10:45 A. M.,
in Beulah Baptist Church, Willimansett.

The pastor, Rev. E. S. Ufford, has prepared an appropriate discourse to BICYCLE RIDERS.

The Keating Wheel Co. Band will be in attendance.

A responsible party will take charge of the wheels as soon as they arrive at the church door.

The following circular letter from Col. A. A. Pope is interesting in this connection:

In connection with an article on the recent friendly action of clergymen in making special arrangements for the accommodation of church-going cyclists, one of our leading newspapers has made the following suggestion: "Col. Albert A. Pope, who is always alive to the best interests of wheelmen, should now take this important matter into consideration and see to it that the spiritual side of bicycling is not neglected."

It has been gratifying, particularly to the pioneers in this industry, to witness the gradual crumbling of the walls of prejudice, which in the earlier days confronted and opposed us at every turn in the trade. At the beginning cycling was a sport pure and simple, but the safeties of the present, having been thoroughly adapted to the need of riders, are used not only as a means of exhilarating exercise but for a convenient and rapid transit. Prescribed by physicians, and indorsed by all classes, the wheel is becoming a daily necessity.

I believe in the doctrine as stated by one of Boston's divines: "It is not the bicycle that makes Sunday riding sinful. There is no more harm in riding on a wheel than in traveling on the street car or in a carriage. In fact, if it were allowable to spilt hairs when a principal is at stake then the use of the bicycle would seem to be the least of these evils."

While I have always held myself in readiness to advance the interests of wheelmen, I believe that the Sunday side of the question is being philosophically settled by the clergymen, who are preaching sermons in commendation of its use and arranging for bicycle stables where the wheels may be checked during the hours of worship. The adoption of such a plan will be of great benefit, particularly to country churches. It would, in many instances, attract riders from neighboring towns and cities, and be of mutual advantage to all concerned, giving to the city people healthy, invigorating exercise, and to the minister an increase in congregation, and a consequent addition to the material support of the parish.

THE CLEVELAND FIGHT SETTLED.

CLEVELAND, OHIO, June 11.—The second chapter of the Cleveland Wheel Club. Lakeside, squabble over tournament dates could have been written early last week, when a letter was received by the latter club refusing a sanction the dates chosen. Victory perched upon the C. W. C. ban-

ner, but it was not for long. The Lakesides were discouraged but not disheartened. A telegram was sent to Mr. Croninger, at Covington, Ky., the district member of the Racing Board, requesting him to come to Cleveland and look into the matter. In response to this request Mr. Croninger reached here early Sunday morning and, together with President Shupe, of the Lakesides, President Ralston, of the C. W. C., and another member from each club went into a star chamber session. The conference was a hot one and lasted over three hours. The C. W. C. men were at first inclined not to yield an inch, but it was finally agreed that the Lakesides should have one of the dates originally selected, and before Croninger left town a sanction had been granted to the L. C. C. for Saturday, July 14. The stipulation was that the races should be for Class A men alone, so as to interfere with the circuit races as little as possible.

Cyclists passing through Mentor would do well to avoid the sidepaths, as the progressive "hobos" living in that section have taken to sprinkling carpet-tacks upon the paths to keep the wheelmen in the road. One rider a few days ago got eighteen punctures in as many revolutions of his wheels.

The Presentation of Wheels to Pastors

of churches, by their congregations, seems to be all the rage in our fair city at present. No less than three have been agreeably surprised lately.

The C. W. C., and the L. A. W., or, more properly speaking, the membership committee of the L. A. W., are on speaking terms again and the club's renewals were sent in last week. How did it come about? Why, that expelled ex-secretary has been fired bodily from the League and the C. W. C. is satisfied. The club has been threatened with a suit for damages should such action be taken at its request. Said suit is now in order.

Quite a party of C. W. C. and Lakeside Club members attended the

Races of the Oberlin Bicycle Club

on Saturday last, riding up in the morning, a distance of about thirty-five miles. The Lakeside team, Brown, Goetz and the brothers Johnson, captured everything in sight. In the one-mile handicap L. C. Johnson broke the state competition record, crossing the tape in 2:21½. There was no quarreling over dates; all the scrappers were left at home.

C. G. Merrills, of the C. W. C., made a try for a 6-hour century yesterday, to Geneva and return. He made the trip down in a trifle less than three hours and on the return was bowling along toward Cleveland at a rate that made his finish within the limit a certainty, when, on the long hill going into Painesville he broke a crank cone, and in a flash his chain jumped from both sprockets while the machine was going down the hill like the wind. Merrills hair stood on end, but he kept his nerve and got to the bottom all right. The accident spoiled the century, however, as the wheel could not be ridden.

WANT A NEW LEAGUE.

SAN FRANCISCO, CAL., June 8.—The question of a new league for the benefit of California cyclists has caused much agitation among the bicycle clubs, and the general opinion seems to be in favor of the new organization if something can not be done by the L. A. W. so that the Class A and Class B rule shall be abolished on this coast.

At a meeting of the California Associated Cycling Clubs, held in San Jose last Saturday night, the following resolution was adopted:

Resolved, That it is the sense of this association that Class A races be abolished at subsequent race meets, and that racing men be restrained by their clubs from entering race meets where such events are given.

Atkins, Bliss, and Shafer left for the east on the 5th by way of Los Angeles. It was the desire of the manager of the Rambler team to take Zeigler back with them, and they went down to San Jose to get the "sanction" of the elder Zeiglers to this arrangement. This, however, was not forthcoming, and Otto will continue to race on the coast. Shafer will return here later in the year and make California his home. Bliss was to make a trial at Stockton on the 3d, but as the track was wet it was impossible. He rode a half there, recently, in 1:00 flat, but did not seem to be getting into the record-breaking shape that was desired, and it was thought advisable to go east.

SOUTH SIDE BASEBALL PARK,
35th Street and Wentworth Avenue.

LADIES' DAY.
Bicycle Matinee.

JUNE 16TH, 1894.

PRESENTATION OF THIS COUPON AT ENTRANCE
WILL ADMIT LADY AND GENTLEMAN.

BUILT TO RIDE

The *Waverley* renders a good score
in the road races
on Decoration Day

RIDDEN TO WIN

Zig-Zag Road Race

INDIANAPOLIS
DECORATION DAY

Bonfield, 1st and Time Prize, Waverley.

O'Donnell 2nd, Waverley.

Kurtz, 3rd

Robinson 4th.

Several others finished later whose
names were not learned.

Decatur, Ill., Road Race

DECORATION DAY.

From the Decatur News.

WAVERLEY WINS.

WHAT THEY RODE.

The following is a list of the prize winners,
and the wheels they rode:

1. B. L. Weaver Waverley
2. Guy Righter Waverley
3. S. S. Woods Waverley
4. W. Coonradt Waverley
5. J. Sanford
6. Roy Hall
7. Alvie Wilson Waverley
8. H. Shuttle
9. Henry Marcott
10. Ira Clokey
11. Ed Eckels
12. Bob Vail



ALFRED C. ADAMS.

MORRISON, ILL., June 1st, 1894.

INDIANA BICYCLE CO.,

Indianapolis, Ind.

DEAR SIR:—April 21st, 1893, I purchased of your
local agent a Waverley Scorchers. During the past year
I have ridden same about 3,200 miles, including eleven
century runs. The wheel is in just as perfect condi-
tion as the day I bought it, and I shall continue to ride
it the rest of this season.

The boys all consider my wheel a beauty, and some
of them are very sorry they ever invested \$150.00 in the
so-called high grade wheels when they would have
derived more satisfaction from an \$85.00 Waverley.

I hold the Whitside Co. road records from Sterling
to Morrison, 16 miles, in one hour and one minute; from
Fulton to Morrison, 13 miles, in 37 minutes. Two of
my century runs were made under eight hours.

My wheel has given entire satisfaction and I will
ride no other.

Yours respectfully,

ALFRED C. ADAMS.

Why squander \$150.00 for a Bicycle when you can get a better wheel for \$85.00? You've got a good
head. Think this out.

Indiana Bicycle Company

Our Catalogue is Free by Mail

Mention The Bearings



INDIANAPOLIS, IND., U. S. A.

ANOTHER CUT MADE.

Minor, of Indianapolis, Lowers the Ten-Mile Record at Louisville—A Middle-aged Man Wins the Race.

LOUISVILLE, KY., June 13.—It has been the fashion for youngsters to win the big road races this year, and so Louisville thought that she would get out of the rut and have something original, so she had John Spalding, aged thirty-four, win the Martin & Dressing ten-mile road race from the 4-minute mark, in 28:00. As it is also fashionable to break the ten-mile record a slice was ordered taken off. E. V. Minor, of Indianapolis, was the man who did it. He rode the course in 26:54, a cut of 11 seconds off Ranshaw's record. H. M. Sidwell, of Covington, Ky., got second time in 27:06; James Levy, of Chicago, third, in 27:24, and Gus Steele, of Chicago, fourth, in 27:36.

The man to finish behind Spalding was E. J. Daubert, of Louisville, who rode from the 6-minute mark; G. R. Miller, 6:30, was third. The course was in fine condition, and seventy-four out of the eighty-four entrants started.

The New Albany Races.

The races in the afternoon at New Albany, Ind., were not very exciting. O. L. Burke, of Indianapolis, won the novice in an easy manner. Githens captured the two-mile open, Steele being second, and Levy third. O. P. Bernhart, of Toledo, was first, in the mile handicap, Westcott second, and Bauman, third. Bernhart also got the half-mile, Class A open, Marion Black, of Fort Wayne, won the one mile, 2:50 class, defeating the Simon Pures easily. The referee put a time limit of 2:25 on the Class B mile. On the first attempt Steele won in 2:42. On the run over Githens was first in 2:40. The race was then declared off.

WON BY THE ELIZABETH WHEELMEN.

NEW YORK, June 9.—The Elizabeth Wheelmen, won the ten-mile team race today, defeating the Elizabeth Athletic Cyclers for the championship of Union County, N. J. Five of the twelve riders broke the ten-mile road record of 27:26 made by James Willis, of the Elizabeth Wheelmen, over the Elizabeth-Cranford course last year. Willis started today and was one of the five men to get inside the record. The race today was run over the Elizabeth-Springfield course and fully three thousand persons witnessed the start and finish, while along the line scores of people viewed the men as they rushed by. The condition of the road was excellent, excepting for a rather heavy dust, which the wind blew into clouds. No one supposed for a moment that the record would be broken, because of the hilliness of the course, and when the announcement was made that the time had been lowered,

The Enthusiasm was Tremendous.

At precisely 5:16 p.m., the word was given to "go," and away the twelve men sped, G. H. Davey, Elizabeth Wheelmen, pacing, with S. B. Parrott, Elizabeth Athletic Cyclers, in the rear, but all bunched. A hearty cheer was given them as they disappeared down the road. Exactly 27 minutes 17½ seconds later William Bettner, Elizabeth Athletic Cyclers, crossed the tape, a winner by inches from James Willis, Elizabeth Wheelmen, whose time was but one-fifth of a second slower than the first man's. A. H. Barnett, Elizabeth Wheelmen, the winner of the Irvington-Milburn road race, was but one-fifth of a second behind Willis, and A. N. Laggren, Elizabeth Wheelmen, one-fifth of a second back of Barnett. The finish was truly a hair-raising one.

Following is a detailed summary of the event:

ELIZABETH WHEELMEN.				ELIZABETH ATHLETIC CYCLERS.			
ORDER AT				ORDER AT			
TEAM.	FINISH.	TIME.	POINTS.	TEAM.	FINISH.	TIME.	POINTS.
James Willis.....	2	27:18	11	Charles Brown.....	6	28:21	7
G. H. Davey.....	5	27:25	8	William Bettner.....	1	27:17½	12
L. E. Copte.....	7	29:10	6	H. L. Saltonstall.....	8	29:10	5
A. N. Laggren.....	4	27:18½	9	Edward Morris.....	9	29:54	4
D. M. McFarland.....	12	31:31	1	Samuel Parrott.....	11	29:54½	3
A. H. Barnett.....	3	27:18½	10	W. E. Klein.....	10	29:54½	2
Total.....	45		33	Total.....	33		

The Elizabeth Wheelmen's team were announced as the winners, having scored forty-five points to the Elizabeth Athletic Cyclers, thirty-three points.

But one accident occurred during the race, and that was not serious. It happened at Springfield, and Charlie Brown, Elizabeth Athletic Cyclers, and L. E. Coyte, Elizabeth Wheelman, came together with a crash, Brown getting the worst of the argument, having his wheel disabled by the collision. A protest was entered, but not allowed by Referee Holmes.

AMERICAN ROAD RECORD BROKEN.

DENVER, COLO., June 9.—The third annual ten-mile handicap road race of the Denver Wheel Club was run over the Sand Creek course today, in the presence of about one thousand spectators. The course was in excellent condition and good time was made. The race was five miles out and return, finishing at the starting point.

The riders encountered a slight head-wind going out, but more than made up for the inconvenience on the return. F. W. Franz, a 4:30 man, took first place in 28:44, while H. R. Renshaw, winner of last year's twenty-five-mile race, and third man in the same event this year, captured the time prize in 27:05, which breaks the American road record. Franz is an old rider, a charter member of the Denver Wheel Club, but until today not thought of as a road rider of the first water.

The Vexatious Track Question

is settled at last. The contract for the building of a three-lap track on the

Denver Wheel Club Athletic Park grounds has been signed and work was commenced today. The D. W. C. has been awarded the management of the League meet races, and have taken a three year's lease on the grounds formerly known as the Broadway Athletic Park. The soil on these grounds is peculiarly adapted to track building, and a record-breaking surface is assured. The contract calls for the completion of the track by June 25.

The cycle corps of the Colorado National Guards is earning more than its share of military honor; at present writing they are in a precarious position, being lined up in battle array with the entire state militia at Cripple Creek, between a host of striking miners on the one side and a formidable line of non-law-abiding deputy sheriffs on the other. All kinds of blood-curdling rumors are constantly reaching Denver to the effect that a battle is apt to occur at any minute.

The many friends of these youthful soldiers are in a state of deepest anxiety, and not without good cause. The deputies have become a band of armed marauders, beyond the control of the sheriff. The situation is indeed critical.

WARREN WINS THE CHAMPIONSHIPS.

BIRMINGHAM, ALA., June 11.—Ed Warren, Jr., of Birmingham, distinguished himself at the second annual meet of the Alabama division, June 7 and 8, by winning all of the championship. He captured the mile handicap from scratch, in 2:29, the fastest competition mile ever run in Alabama.

The weather couldn't be beaten, and every one had a good time and enjoyed some fine racing, as well as a large lantern parade. The visitors were all initiated into the "Illustrious Order of Princes of the Bicycle Realm." Following are the summaries:

First Day.

One-mile novice—J. P. Fleck, first; W. H. Pickens, second; Albert L. Geis, third. Time, 2:36½.

Quarter-mile, L. A. W., Alabama division championship.—Ed Warren, Jr., first; Dick Yeates, second; W. M. Bunting, third. Time, 3:33½.

Two-mile boys' handicap.—Joe J. Smith, 50 yards, first; Ped A. Hickman, scratch, second; Frank Lytle, 70 yards, third. Time, 5:42½.

One-mile open.—Ed Warren, Jr., first; George E. Quinn, second; Dick Yeates, third. Time, 2:44½.

Five-mile, L. A. W., Alabama division championship.—Ed Warren, Jr., first; S. H. Norris, second; W. M. Bunting, third. Time, 14:19.

Half-mile, Birmingham Cycle Club championship.—Ed Warren, Jr., first; Albert L. Geis, second; Dick Yeates, third. Time, 1:15.

One-mile handicap.—Ed Warren, Jr., scratch, first; George E. Quinn, scratch, second; W. E. Lum, 45 yards, third. Time, 2:29.

Quarter-mile boys' 26-inch wheels.—Frank Lytle, first; Nick Hickman, second; Louie Edwards, third. Time, :43.

Second Day.

One-mile, 3:00 class.—J. P. Fleck, first; W. H. Pickens, second; W. M. Bunting, third. Time, 2:49½.

Two-mile, Birmingham Cycle Club championship.—Ed. Warren, Jr., first; Albert L. Geis, second; Dick Yeates, third. Time, 5:30.

One-mile boys.—Joe J. Smith, first; Ped A. Hickman, second; Kendall Spear, third. Time, 2:54.

One-mile, L. A. W., Alabama division championship.—Ed Warren, Jr., first; Dick Yeates, second; W. M. Bunting, third. Time, 2:49.

One-third-mile open.—W. M. Bunting, first; J. P. Fleck, second; George E. Quinn, third. Time, :47½.

Five-mile handicap.—Albert L. Geis, 250 yards, first; George E. Quinn, scratch, second; J. P. Fleck, 225 yards, third. Time, 13:36½.

One-mile invitation.—W. M. Bunting, first; Joe J. Smith, second; J. P. Fleck, third.

WAUKESHA ROAD RACE OFFICIALS.

MILWAUKEE, WIS., June 15.—Arrangements for the Waukesha-Milwaukee road race to be given here by the Milwaukee Wheelmen on July 4, are rapidly being completed. Prizes are coming in at a lively rate. The Racing Board estimates that over one hundred will be forthcoming before the entries close. There will be about three hundred starters. The board has appointed the following officers to take charge of the race: Referee, Fred Schroeder, of Milwaukee; judges, G. Simmerling, of the Mercury Club; L. Pierron, of the North Side Club; L. J. Berger, of Chicago; W. L. Simonds, of Milwaukee; M. Patitz, of Milwaukee; assistant judges, E. H. Paige, of Waukesha, O. Thieme, of the Mercury Club; W. L. White, and A. Durbin, of the Milwaukee Wheelmen; N. H. Van Sicklen, of Chicago; timers, D. W. Howie, R. P. Wheeler, C. Upmeyer, Milwaukee; F. W. Morgan, Chicago; assistant timers, M. C. Rotier, H. J. Payne, F. R. Pingree, and A. Burke, of Milwaukee; starters, F. J. Morawetz; chief marshal, G. Rutz.

Marinette and Menominee are great rivals for bicycle honors. Each is trying to out-show the other in riding events. Menominee held a successful road race on Memorial Day. Marinette now has decided to hold track tourneys on June 22 and 23. Over \$1,000 in prizes have already been donated. The merchants are much interested in the events and are doing all in their power to make the races successful.

The Eau Claire Wheelmen have arranged a track tourney, to be held on July 9. A liberal prize list has been arranged. On July 16 the Eau Claire-Chippewa Falls road race will be run. Numerous riders from the northern part of Wisconsin and Minnesota will enter.

July 4 is to be celebrated by Beaver Dam riders in royal style. A road race has been arranged. The course will be ten miles, lying north of the city. The roads are good. After the road race a track tourney will be run in which there are seven events. The entries will close on June 26. The races have been sanctioned by the L. A. W.

Their Price ought to sell them==and it does...

COLUMBIA BICYCLES

Our standard price, from which as usual no deviation will be made during the present season, has been fixed at

\$125.

The highest grade bicycle at these figures presents a value that no wheelman should overlook.

POPE MFG. CO.

BOSTON.

NEW YORK.

CHICAGO.

HARTFORD.

MENTION THE BEARINGS

RED WIZARD TIRES

Established a reputation in 1893 and have maintained it in 1894.

Repairers who wish to do honest work are using these tires with great success.

They ride well, wear well, and are easily repaired.

...Write for terms and prices...

Hartford Rubber Works Co.

 HARTFORD, CONN.

MENTION THE BEARINGS

BANKER CHANGES HIS MIND.

He Decides That He Will Not Turn "Pro" Until He Wins An Amateur Race—Zim Training Hard.

PARIS, May 29.—The American contingent in Paris is having considerable fun at present at the expense of George Banker, who ran his first race on French soil last Sunday, May 27. It should be borne in mind that George is yet an amateur, in the interpretation of the League of American Wheelmen definition, although he might not be eligible to Class A races. An amateur race is now and then put upon the programme of a meeting here in France, much the same as a 3-minute class race is tolerated in "the states"—just to give the ambitious ones a show.

The relation between the professional and the amateur classes in France is of the fundamental kind: A professional is one who, having proved himself a good rider, has left the field of "objects of art and medals" and gone in for cash. The professional arena, then, is the college, while the amateur campus is covered with "preps," and as soon as the amateur wins a race in good style he graduates into the school of professionals.

The Joke on Banker

lies in the fact that he had announced that the race in question would be his last as an amateur. His announcement, was based upon the assumption that he would win, but he didn't win. No. A rider named Carlier, who has no reputation to speak of, beat George out at the tape by a foot or two. Another American, named Sloan, whose native town in the United States could not be learned, ran a close third.

Banker came out with the stars and stripes attached to his waist, and the people were considerably wrought up with curiosity as to how "Zim's good friend from the states" would perform. There were seven in the start when the pistol cracked, and Zim pushed Banker off. There had been a series of showers just previous to the race, and the pace was rather slow, owing to the slippery track. Banker rode second and third, until within a mile from home (the total distance was 3 1-10 miles) when he took the pace. The last lap he reeled off at a pace which had the effect of shaking off all except Carlier, who clung to George's rear wheel with a menacing tenacity which impelled "Bill" Troy to exclaim to Wheeler and Zimmerman, "Banker will be beaten!" Sure enough, Carlier came around the turn at Banker's right and beat him to the tape. George struggled like a horse in distress, but he couldn't make his yet cumbersome legs move fast enough.

As he came back from the dressing-room he said, "I'm yet an amateur. I shall not turn pro till I win a race." Next Thursday he will have another trial, as there is to be another amateur race on the bill. Meantime George is living on the track.

Zimmerman Has Decided Not to Race

June 3, as he had been announced to do. He doesn't want to ride until he is in fairly good condition and, although he does not dread early defeats as do some riders, he most naturally prefers winning from the start if he can. He will do his utmost to get into riding shape by the expiration of yet another week. Zim reels off his regular apportionment of ten miles, twice a day, at 10:30 and 4:30 o'clock, while Troy remains close at hand with a watch.

There is always a "gang" on the track, and some of the Frenchmen who are in condition lead Zim around at a pace somewhat beyond his inclination. "I'm tired, if any one should ask you," said Jersey to THE BEARINGS' correspondent, as he stretched himself out on the couch after his morning spin, and Troy was making preparations to give him a massage treatment "I'll be all right, though, in a few days more."

Zimmerman, Wheeler, and Banker occupy the dressing-room at the Buffalo that is marked "official." It is the room reserved by the management for distinguished riders, and is larger than the others.

Harry Wheeler has concluded that he can not ride well in cold weather. Last Sunday was a cold, windy and wet day at the Buffalo track, and he ran third in his heat for the Prix de Cherbourg 5,000-meter race.

Edwards, the Englishman, and Baras

Finished Ahead of the American.

The rain, which had fallen only a few minutes before, made the track dangerous, and the time was so slow that the third man failed to get into the final. This hardly seemed fair, inasmuch as the track had dried sufficiently for the second heat to allow fast time.

Louvet showed what kind of material he is said to be made of by winning the second heat with a fine sprint, in which he got away from the wily Medinger like a dart. He won by two lengths, having covered the last lap (333½ meters, 364¾ yards) in :25¼. In that form he would surely have beaten Wheeler had the two met in the same heat.

The final was a great surprise. Louvet, Edwards, Medinger, Baras, and Jacquelin started. The distance was 2,000 meters, just to the liking of Medinger or Edwards. The latter set the pace agoing on the last trip down the backstretch, and as he made the turn in full possession of the inner curb, he was taken for a sure winner. But Medinger was there, and he performed the dual role, in splendid style, of keeping close upon Edwards' right flank and running Louvet "safely high" on the banking. The three made a grand race to the tape, and the crowd howled with excitement. Edwards ran himself to a standstill, and Medinger came over the tape a winner by half a length. Louvet's defeat was not relished, but Medinger's victory was a source of comfort. Medinger is probably

The Most Remarkable Rider in the World,

considering his age. He is thirty-seven years old and has a very con-

spicuous bald spot on the top of his head, but for ordinary distances he is as good as any man in France. As a tactician and for gracefully evading the task of grinding pace on the track he can give cards and spades to a few American riders who might be named in that connection.

"Billy" Martin is coming along wonderfully in his speed, and can set a pace in training that makes all but a few cry quits. Wheeler followed him around the oval a few mornings ago and was set to guessing as to "how long he would keep it up." Martin can scarcely be termed a "pothunter," but he has the faculty of finding race meets, here and there, throughout France, and scooping in the francs. Last Sunday he made a "quiet sneak" to Dijon and captured two races—one of five kilometers and the other for half that distance. He is in France strictly for revenue and is not bothering himself to learn the language or customs.

A tricycle race on the Buffalo track, with three or more entries, is quite an exciting affair, and is much admired by the French public. Last Thursday in a 2,000-meter scratch race Medinger and Fossier came together on the turn and filled the air with wheels and tubing. The final was captured by Dumond, with Baras a close second.

On Sunday there was another tricycle race at the same distance (1½ miles), with three contestants in each heat. Dumond and Renaux were first and second in the first; Meline and Medinger—the latter with one flat tire—in the second, and Antony and Baras in the third. Baras won the final from Antony and Dumond. The best time in the race was made by Antony in 3:26¼—31½ for the last lap.

Wheeler and Louvet Won a Tandem Race

from Baras-Meline, Jacquelin-Soibud, and Boutin-Chauveau. The track was wet and the race came to an unsatisfactory ending by Baras and Meline, who were looked upon as being able to win, allowing Wheeler and Louvet to take the last lap without a challenge. Jacquelin and Soibud fell and the others did the surprising thing of waiting until they could catch up again.

Frank Starbuck, the Iowa rider, is slowly getting into form, and will mount for his first race in a few days. He is taking most excellent care of himself and says he thinks he will get fast. Mr. Lee, who accompanied him to Paris, has had enough of the Gauls and started for America yesterday. He says the climate made him sleepy all the time.

Waller is training daily, but just at present he can not ride for nuts. Since the Bordeaux-Paris race he has been somewhat in retirement.

It has been only a week or ten days since "Charley" Ashinger was being helped out of the wolf's jaws by a popular subscription, but he hasn't lost his native pride. A few days ago a Paris dealer of no great prominence offered "Ash" an engagement for the season at \$10 a week and expenses. "No," said Ash, "I'll be goshdarned if I'll ride for any such wages."

Crooks won his heat in a 900-meter dash from the 15-meter mark, Thursday, May 24, but was beaten in the final by Renaux, 70 meters, and Piquet, 50 meters. Crooks claims he is still over weight. His vocabulary of French is confined to his address to the garcon, "Encore the roast beef, there!"

On the Paris cycle tracks, under the existing management, there is little need of a "Billy" Perrett or a Marion for the announcing. The system of displaying numbers to indicate the starters, the order of finish, the time for intermediate or total distances, or the number of laps to go absolutely dispenses with that American functionary who owns the trumpet voice.

Everybody has full view of the course and the one-franc patrons can see just as much of the race as those who sit in the boxes.

Wheeler goes to England next week to get in shape for the professional championships that are to be run under the jurisdiction of the N. C. U., June 9.

J. M. ERWIN.

Knoxville's Races.

KNOXVILLE, TENN., June 9.—The twice postponed field day of the Knoxville Wheelmen and the Y. M. C. A. was held yesterday. P. B. Parks had a bad fall, which cost him a broken collar-bone. He was expected to carry off the majority of the races and his accident was a great disappointment to the spectators. Another race meet will be held on the Fourth of July. A twelve-mile road race, promoted by W. P. Biddle, will be held in the morning, and track events in the afternoon. The following are the summaries of yesterday's events:

Quarter-mile open.—Herman Hosrich, first; W. E. Githens, second. Time, :40¾.

Two-mile handicap.—C. N. Biddle, 100 yards, first; W. P. Biddle, scratch, second. Time, 5:54¾.

One-mile, Knoxville Wheelmen's championship.—W. P. Biddle, first; A. M. Ross, second. Time, 2:48¾.

Two-mile lap race.—W. P. Biddle, first; Charles Nichols, second. Time, 6:12¾.

Half-mile open.—A. M. Ross, first; Herman Hosrich, second. Time, 1:23¾.

Five-mile handicap.—Herman Hosrich, 185 yards, first; C. N. Biddle, 400 yards, second. Time, 15:22¾.

V. V. Snook, of Chicago, rode a century to Joliet and return last Sunday in 6:35:00, which is probably the fastest century ridden in the west. He did the first fifty in 2:50:00, setting all of his own pace. Snook rode a twenty-six pound Rambler. Last year he rode the Elgin-Aurora course in 8:35:00 in the big century after the international meet, finishing first and making fifth time.

FOR GOOD ROADS.

President Luscomb Preparing to Take the Stump in a Campaign for Better Highways—His Circular.

NEW YORK, June 11.—The New York state legislature having passed a law leaving the matter of road improvement to supervisors, it has behooved President Charles H. Luscomb to put his shoulder to the wheel and make the L. A. W. felt in politics this fall. The idea is to begin the campaign by securing nominations for office of such men as will pledge themselves to help the cause of good roads. In return for the pledge the wheelmen will promise to vote for the road-improvement candidate.

President Luscomb leaves tomorrow for the northern part of the state. He will take the stump, his first speech being at Lockport, June 16. Following this he will speak at Rochester, Ilion, Albany, Syracuse, Brooklyn, and wherever else he happens to be. The campaign promises to wax warm before the end is reached, and New Jersey, not to be slow, is preparing carefully and making great preparations for the good roads convention, which will be held at Asbury Park, July 5 and 6. James S. Holmes, Jr., chief consul of New Jersey, and Dr. T. N. Gray, of East Orange, N. J., as well as many other prominent cyclists, will be in attendance. More than one-third of the delegates, who will come from all parts of the United States, will be members of the L. A. W.

The Convention Will be a National One,

under the auspices of the New Jersey Road Improvement Association, and Governor Fuller, of Vermont, Governor Brown, of Rhode Island, and Governor Northen, of Georgia, are expected, all of whom are high officials in similar organizations elsewhere. The governors of all the states have been invited to attend the convocation, as have also men prominent in cycling, driving and coaching circles. The date of the convention has been so arranged that the delegates to the educational and editorial conventions, which are to be in session on those same days, can attend the good roads meeting. The strongest feature of the many to be presented will be the building of a fine macadam road in the presence of all the delegates, using the latest improved road machinery. The part of road to be improved will be from Main street to the Asbury Park Wheelmen's clubhouse, on Bangs avenue.

This work will be done free of charge to the town, and will only serve to illustrate what is necessary for practical road making. In behalf of all the wheelmen in America, Sterling Elliott will speak to the convention. The object of the convention will be to show the need of good roads, and to strongly impress the delegates with the importance of the enactment in each state of laws, such as the state aid acts now in force in New Jersey, which provides that at the discretion of the state, may lend aid to the poorer counties to enable them to build stone roads instead of dirt.

In the state of New Jersey there are at least forty thousand wheelmen, all of whom are not only willing, but anxious to

Work for Better Highways.

Already plans have been perfected for an entry into the political field with the view of electing such men only to the board of freeholders in the state who will support the crusade for the general improvement of thoroughfares. Following is a copy of a circular which President Luscomb has had printed for general distribution throughout the state of New York:

TO EVERY BICYCLE RIDER:

All the rights on the public highway which you now enjoy, the League of American Wheelmen procured for you.

The existence and maintenance of the L. A. W. is a standing assurance and guarantee that those rights will be protected as long as the League lives. You no longer ride by the permission of others using the highway, but by the declared right of the road given to all vehicles. Forty thousand wheelmen, organized in a social association, watch with jealous eyes the preservation of these rights.

The highways of our country are at last receiving attention. The improvements of our roads is one of the greatest concerns of the L. A. W., and an illustrated magazine, *Good Roads*, devoted to this great issue, is published monthly by the League, and many thousands are distributed throughout the country. To members of the L. A. W. this magazine costs 50 cents per year. Office of publication, 12 Pearl street, Boston, Mass.

The League also supplies to every member who subscribes 50 cents therefor, a weekly illustrated journal, known as the *L. A. W. Bulletin*, in which appears all the official news of the organization and many pages of reading matter, interesting to all wheelmen.

To join the L. A. W. costs \$2.00, which pays and includes the dues for one year; the weekly *Bulletin* 50 cents more and the *Good Roads* magazine 50 cents in addition. Send subscriptions to Abbot Bassett, 12 Pearl street, Boston, Mass., or 46 Van Buren street, Chicago, Ill.

The New York division gives free to every one joining, a road book, a road map, (covering six feet square) showing all the good roads in the state and their condition, grade, etc., and is now preparing and will soon issue a tour book, also free, which will contain a list of tours from one day to three weeks, covering the entire state.

To all division meets reduced railroad fares are procured. League hotels, at which special accommodation or special rates are secured, upon presentation of the L. A. W. ticket, are appointed in all parts of New York. Consuls are appointed in every city and village where a wheelman can be found who is interested in the sport of cycling or the improvement of the highways, and these consuls are always ready to give attention and information to the League member when on tours.

The state division officials are constantly promoting the cause of highway improvement and watching all legislation attempted in the interest of good roads.

The League is urging in New York that special attention be paid to the election

of county supervisors, as in these officials, by recent statute, the power to build and maintain new roads is vested.

To do all the work contemplated requires the assistance and support of all those who ride. A very few, perhaps, are willing to enjoy all the advantages and let their neighbors pay the cost of it, but this is not the usual and common spirit of American manhood. The American habit is to pay for what you are getting and never let the other man do more than his share.

The L. A. W. wants the membership and services of every wheelman in New York. The expense is very small—the return is far in excess of the money paid.

Let all who have not renewed their membership send in, before July 1, one dollar (\$1), and in addition, 50 cents for the *Bulletin*, and let every wheelman whom this may reach, read, think over, and decide whether it is not his duty and his pleasure to join the L. A. W. and give his aid to the work for which it is organized.

Yours fraternally,

CHARLES H. LUSCOMB,
Chief Consul.

On the back of the circular are two blanks, one of which is an application for L. A. W. membership, the other a subscription to the *L. A. W. Bulletin*. Mr. Luscomb reports magical results from the short time in which the circulars have been out. In fact everybody in the cycling line hereabouts is feeling encouraged, and the good work will go on in spite of all. So long as Major Luscomb, of the 13th Regiment, is at the head there will be no such word as fail.

The A. C. C. Banquet.

Those who worked hard to make the great Chicago road race a success, will be suitably rewarded. The Associated Cycling Clubs have decided to give a banquet next Thursday evening, at the Grand Pacific Hotel, to the delegates and officials in the race. Outsiders who wish to attend can procure tickets for about \$3.50, from either K. F. Peterson, 250 Wabash avenue, E. J. Porter, 48 Van Buren street, or H. M. Gardiner, 1360 Old Colony building. All applications for plates must be in by Monday.

ZIMMERMAN.

Every rider of a bicycle in America, as well as across the water, is an admirer of the great rider and takes great interest in him and his doings. The accompanying picture will, therefore, be quite *apropos*. It is the last



picture taken of Zim at an amateur race meet. He was at Wheeling W. Va., last fall and was on his way to the tape when the button was pressed. It will be noticed that the champion was a little hurried, as he has got his tights on "hindsight foremost."

FOR MILITARY USE.

A Massachusetts Man Invents a Contrivance for Firing off a Revolver, Attached to a Bicycle, Automatically.

BOSTON, MASS., June 9.—Slowly but surely the wheel is working its way into the arts of war and peace. And the uses to which it may be put in a well-organized army are fast multiplying. A new use, or rather a new adaptation of an old use, has been discovered by B. D. Stevens, who lives at 20 Hollis street, North Cambridge.

Heretofore when wheels have been fitted with the appliances of war, they have been so fitted with the heavy infantry in view, and they have been made to carry a rifle and all the equipment of an infantryman. Mr. Stevens intends that his wheel shall be

Used in Scouting Particularly.

and to that end, he has fitted to it a magazine revolver, which fires in three different ways. In the first place the entire equipment does not add five pounds of weight to the machine. It is very simple, and can be removed almost instantaneously. It is automatic in firing, and can be fitted, if need be, with a shoulder piece, making it a small rifle.

As shown in the cut, the body of the pistol is fitted in a jacket, and extending above the barrel is a magazine capable of containing eight cartridges. The whole thing is connected with the front wheel by a series of rods which control the action of the hammer. A cam on the hub of the wheel connects with the communicating rods, but does not come into connection with them unless released by a lever from the handle-bar. Suppose a scout, in touring ahead of his column finds himself in a position where he must defend himself and ride at the same time. He has fourteen shots in the magazine and the barrel of the revolver without reloading. He simply releases the lever, which has the same action as a brake lever, and as the wheel turns it communicates automatically with the revolver,

Discharging a Shot at Every Revolution.

as long as the pressure on the lever at the handle-bar is maintained. The shell is thrown out, and a new one slipped in just as with the magazine rifles. If the scout is brought to bay and forced to dismount, he may stand by his wheel and sweep his enemy within a large arc, as the head joint of the wheel will serve to afford him this arc. A shoulder piece is carried on the machine, which may be detached and fitted to the revolver at very short notice.

Gen. Nelson A. Miles, commander of the standing army, and who is much interested in the wheel for military use, has seen the apparatus and commends it very highly, saying that it is perfectly feasible and practical.

The inventor of this new equipment is an interesting man. He was born in 1833, consequently he is sixty-one years of age. He was long a resident of Burlington, Vt., but has been living in Cambridge for some time. He is the inventor of the famous Stevens' dynamite shells that the government has been testing with such remarkable results of late. Other dynamite shells have been invented and experimented with to no practical end. But all the experiments which have been made with the Stevens' shell have proved successful. The shell must not explode till it strikes its object. The shells invented by Mr. Stevens are eleven and fifteen inches in diameter. The larger one weighs, when packed with dynamite, 1,600 pounds. It is made of steel, fifty-four inches long, and is two inches thick. It takes 800 pounds of powder to discharge the shell from the gun and the secret of the invention lies in the discharging of the shell with exploding the dynamite. As a carver, Mr. Stevens has done some beautiful work.

HOW A RACING MAN TRAVELS.

Did you ever see the inside of a racing man's case as he unpacks it at the track preparatory to a hard afternoon's work? If not, you have no conception of the amount of paraphernalia requisite to properly care for a sure enough crack-a-jack. Naturally, you think, as the crack starts to open the covers, that all the opening will disclose will be a couple of racing machines partially stripped for snug packing; but as the covers drop back you see nothing of the machines at all. Instead, he throws out—first, a gaudy blanket with his club or team emblem embroidered conspicuously in a corner; this will be used to roll him up in after a race while he sweats out a bit,

or while his brother racer is cared for by their joint trainer. Next comes an elegant French flannel bath-robe, heavily striped in his colors, and with the emblem worked into the left breast thereof. This will be his covering as he strolls out to start in the mile open, and will not be removed from his delicate body until the starter gives the word for the men to be ready. A sweater, bright with the emblem, and in the same colors, comes next, followed by short tights for racing, long tights for sweating out the fleshy parts of the legs in training, extra sweaters and shirts in all colors of the rainbow—the spoils of many a dressing-room—a woven grass mat to keep his delicate feet from the cold ground or the splintery floor of the dressing-room; shoes in several patterns, featherweight for race days, medium-weight for working out in; hose in an assortment of colors, and in a state of dilapidation that would break his poor mother's heart if she could see them; a sprinkling-can to be used as a substitute for a shower-bath; a collapsable tin pail of generous dimensions, with a tin dipper attached, to be used for drinking water on hot days, and used occasionally by the trainer after the races in "rushing the growler"; big sponges for swabbing off the dusty man, small sponges for the face, a looking-glass, comb, and brush, bottles of mysterious liniment are quickly added to the heap, and at last you think now will come the machines, but quickly diving into

The Interior of This Wonderful Box

he now drags to the light a long folding cot-bed, and you wonder what next will appear. But he is about down to bed-rock now, the machines are drawn

out, and the pedals and handles fitted ready for the day's work. You feel sure there is no more room for goods in the case, but you are mistaken. The trainer and his man practically live in that case, and have had to utilize every inch of its space to carry every needed article, which may not be wanted for weeks, but when wanted must be easy of access, and always in its place. On examination you would find that boxes at the ends, used to form grooves for the wheels to slide into, have been hollowed out, and are stuffed with extra tires and inside tubes, and in one of them snugly reposes a gallon-and-a-half can of the liniment used to replenish the before-mentioned bottle, and which keeps the trainer always in stock and permits him to save his man expense by buying this costly mixture of pure alcohol, bay rum, Kitchell's and a number of other fluids, at wholesale in bulk. In the covers of the box are several interior boxes, shaped to fit around the upper parts of the machines, so as to hold them in place, and here are stored the pump, extra saddles, handle-bars, pedals, and the larger parts of the machine that are liable to get injured in a smash-up.

The Resources of the Case

are not exhausted yet, for the racer and his trainer must do their own repairing if they would always be ready with a perfect machine, so down on one side of the outside of the case you will find a little door that admits to a small chest of drawers, fitted in the space between the front and rear wheel of the machines as they set in the case, and here are stored small screws, bolts, nuts, spokes, patching outfits, etc., each in its little compartment in the upper drawers, while in the lower one are a tiny vise, a set of files, hammers, drills, and other tools handy in an emergency. Rolled up in the blanket you will find a small telescope bag labeled "medicine chest," and in this will be found a complete outfit of the various drugs needed in fixing up an injured man, linen, lint, prepared bandages, plasters, etc., each in its allotted department ready for instant use. This ends the inventory, and after seeing it one does not wonder that so many makers shrink from the expense of running a "team" if this is the way each man must be fitted out.

HAROLD A. MOORE.

Dirnberger Very Ill.

M. F. Dirnberger is suffering from a severe attack of malarial fever, and is at present confined to his bed at the hotel Ozark, Chicago. Dirnberger's physician says that Mike has been ailing all the year, and that the fever has been gradually sapping his strength. This explains the Buffalo boy's defeat in California. The fever first laid him low last week, and has made him look like a walking skeleton. If good nursing will bring him around "Dirn" ought to be able to get out in a week.

Wheeler, it is said, will try to break the mile record on the Buffalo track.



For use in the army.

THE BEARINGS
CYCLING AUTHORITY AMERICA



This is the Man

That had only one excuse for
not winning a race—

He did not ride a

TRIANGLE WHEEL.

Manufactured by the

PEERLESS MFG. CO.,

CLEVELAND, OHIO.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO., 535 Market St., Philadelphia, Pa.,
Agents for Eastern Pennsylvania and New Jersey.

MENTION THE BEARINGS

-- We are Advertised by Our Loving Friends --

Cohoes, May 31st, 1894.

PREMIER CYCLE CO.,

Sirs:—I received the wheel all O. K. last Tuesday and I am well
pleased with the way you have used me. Any time that I can be of ser-
vice to you, you may count on me. The wheel is perfect. I am delighted
with it.

Yours truly,

(Signed)

I. R. KELLY,

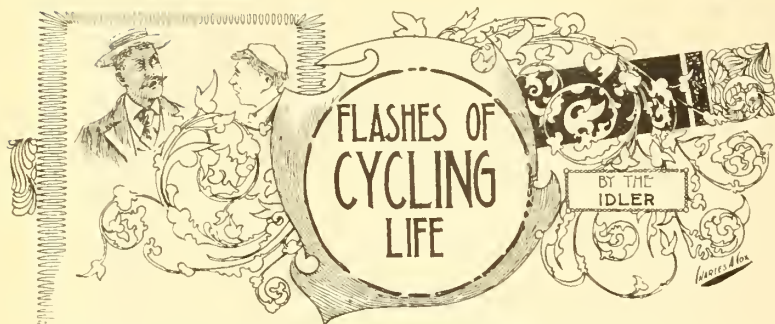
No. 54 Younglove Ave.

HELICAL PREMIERS ARE BEST

Send for Catalogue of Light Wheels that Won't Break.

Premier Cycle Co., 34, 36, and 38 Watt St., N. Y.

Mention The Bearings



Non-cycling citizen—Who won the big road race?
Enthusiastic salesman—The Broncho Flier with Dewlap tires.
N. C. C.—What a funny name!
E. S.—Funny! What d'ye mean?
N. C. C.—Is that a man's name?
E. S.—Do you mean the rider's name?
N. C. C.—Why certainly, who was he?
E. S.—Pshaw! How should I know.

About Cyclists and Non-Cyclists.

The great Chicago *Herald* has paid an indisputable compliment to cycling by throwing open its columns to the public discussion of the premier pastime. Last Sunday more than a page of nonpareil, and some very clever illustrations were given to the topic. The *Herald* asks its readers to tell one another why they ride a wheel, and the result has been a grist of "mighty interestin' readin'." A perusal of the many letters published afforded much pleasure and gratification to the critical and observant cyclist. It was distinctly discernible therein that almost all the contributors, who praised the wheel, wrote in choice, if not elegant, English and manifested a degree of intelligence that is never found among the long-eared variety of cranks who fill the "voice of the people" column in the big dailies with the several signatures of "Vindex," "Veritas," "Old Subscriber," "Pro Bono Publico" and other disguises as ancient and meaningless. Your cyclist is not often found rushing into print, but when he does he "rushes" to some purpose. There was not a letter in the entire collection (from those who praised cycling) that was not replete with witty matter, epigrammatic to a degree, and full of the very best good sense and philosophy. And in a fine contrast to these were the three or four communications that sought to cast a slur at the bicycle. It was quite evident that the writers of these latter letters were as commonplace and uncultured as the cyclists were the reverse. Cycling and the humanities go hand in hand. It is better to be round-shouldered, healthy, and cultured, than straight-shouldered, sickly,

and ignorant. This is not saying that all non-cyclists answer the latter description, and so long as this is true there will remain just so many good people who have been unfortunate enough not to have tasted the sweets of the only real physical and mental recreation given to man.

The *Herald*, in trying to popularize itself with a very large class of people, has thus uncovered, for public observation, a fact that all cyclists have long since known.

The Old Familiar Friend.

This is the time of year when the non-cycling crank shows his head and makes life hideous to the wheelman. He informs you that he is thinking about buying a wheel with an air that conveys the idea that, in his opinion, the sun will stand still until he's been, gone, and done it. He starts out with a solemn asseveration that he knows absolutely nothing about a bicycle—a fact which is quite apparent without any explanation. He's got the big road race in his head, and he says he knows the brother of a man whose cousin was once acquainted with the time prize winner—a connection calculated, of course, to give him a grand importance in your estimation. He wonders if stooping over would give him consumption; tells you he knows a man that paid \$40 for a brand new pneumatic, mudguards and all, and volunteers the opinion that the makers who are charging such high prices now will have to come down when their patents expire.

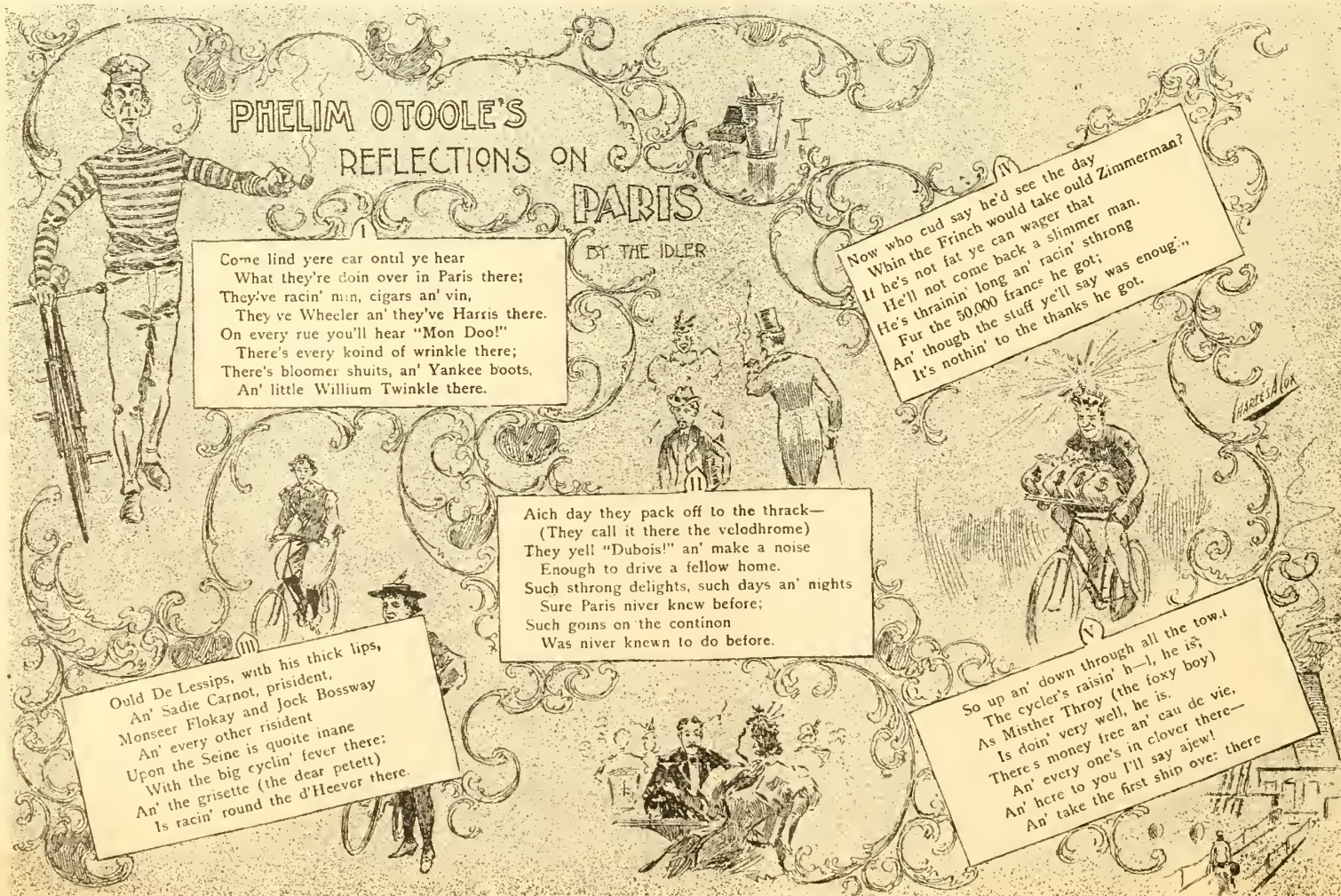
He comes at you sideways and wants to know how the valves on your wheel work, and says he knows a man who broke his valves the first time he tried to pump up his tires, and that the man at the store said it was his own fault. Wasn't that mean? He wants to know if a cushion tire isn't really better than an air tire, because he's heard that air tires have holes punched in them that let all the wind out.

If he buys a wheel, he says, will you teach him how to ride on your wheel because he might break his if he tried to learn on it. He wants to know why you don't wear long pants instead of knickerbockers, and insinuates that, although you may think you know a good deal about cycles, he has a cousin who once worked in a factory that knows more about them in a minute than you do in a week.

And when you tell him he is a blatant ass and to go away and not bother you he feels really hurt, and departs muttering something about "them bicycle riders being impudent pups, anyhow."

Does Leo XIII Ride?

Europe has many eminent cyclists. Some have gone so far as to claim that Queen Victoria is a patron of the wheel. The most amazing matter in this respect recently noted in a controversy now going in the English cycling press as to whether or not his Holiness, Pope Leo XIII, is the last addition to the ranks of the swiftly and silently moving army. The affirmative side seems to have the best of the debate thus far, inasmuch as it has been able to refer, with great show of conviction, to the Pope's encyclical. We await the upshot with feverish anxiety.



HOW TO GET TO DENVER.

Albert Mott, chairman of the transportation committee of the League, has issued the following circular which will explain itself:

TO THE OFFICERS AND MEMBERS:

Gentlemen: The following extract from the by-laws is published for your information:

The committee on transportation *shall* arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines, and *fix the routes for League travel.*

In compliance with the mandatory provisions of the above quoted by-law, the transportation committee, after three months' negotiation with traffic associations, railroads, and steamship lines, names the following "official routes" to the Denver annual meet:

One route via the Boston & Albany, New York Central, and Michigan Central to connect at Chicago with the Chicago & Alton, and Union Pacific for Denver.

One route via the Pennsylvania system and lines to connect at Chicago with the Chicago & Alton, and Union Pacific for Denver.

One route via the New York Central system to connect at Chicago with Chicago & Alton, and Union Pacific for Denver.

One route via the Cincinnati, Hamilton & Dayton to connect at Chicago with the Chicago & Alton, and Union Pacific for Denver.

One route via the Chesapeake & Ohio and connections to connect at Chicago with the Chicago & Alton, and Union Pacific for Denver.

One route via the Monon to connect at Chicago with Chicago & Alton, and Union Pacific for Denver.

All routes from Chicago, Bloomington, and St. Louis, are via the Chicago & Alton, and Union Pacific.

One route via the Union Pacific system for Denver.

One route "Around the Circle" (excursion) via the Denver & Rio Grande.

One route via the Mallory Steamship Lines to Galveston to connect with the Santa Fe to Denver, with an alternative of returning by all rail.

The rate for the best train service from Chicago, as at present fixed, is \$27.50 for the round trip, and \$53.50 from New York, with other points in proportion. *The official routes named will meet any lower rate made prior to August 13.* The indications are that these rates will be modified by that date. Differential or lower rates from New York may be quoted, but this would be for not the best train service and slower time. The difference is only apparent in the rate itself, for the greater expenses of living (sleepers and meals) on the trip caused by the excess of time used in travel, would prove it no economy and less comfortable. The rate from the territory of the Western Passenger and Central Traffic Associations is a one way fare for the round trip, and one and one-third from Trunk Line territory to the Central Traffic.

Only that territory is covered wherein railroads respond to the request for rates and train service, and entered into negotiations for the same. The routes are fixed in consideration of lowest rates offered, best train service, and certain concessions which members will experience during the trip.

Members are requested to notify *at once* the initial road of their intentions to attend the meet, concentrate the travel, and thereby facilitate the arrangements for special trains with sleeping and dining cars, and accommodations for wheels.

The roads named are advised to *advertise in the wheel papers*, and to instruct their station agents at different points so that intelligent replies may be given to members soliciting information; and to book intending travelers so that they may be provided for by special trains. By direction of the Transportation Committee, L. A. W., ALBERT MOTT, *Chairman.*

READING SAFETY BICYCLES.

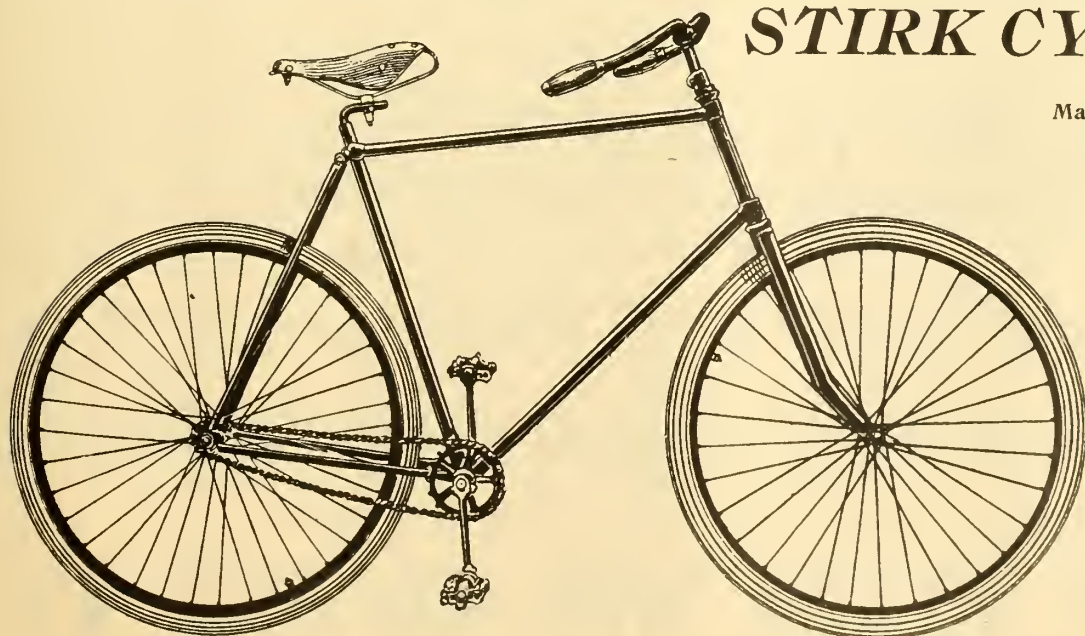
None higher in quality. None easier running. Light. Handsome. Durable. The Agents' Leader. The Riders' Favorite

W. H. WILHELM & CO., Mfrs.

READING, PA.

PACKER CYCLE CO., READING, Pa., State Agents for
PENNSYLVANIA and DELAWARE.

Mention The Bearings.



STIRK CYCLE MFG. CO.

Manufactures

. . . of

Bicycles

EMBODYING ALL THE LATEST
IMPROVEMENTS.

Drop Forgings, Weldless Steel
Tubing, Ball Bearings throughout,
Pneumatic Tires, etc.

For GENTLEMEN, LADIES, BOYS, and GIRLS.

Weight of 28-inch, 25½ pounds.
Weight of 26-inch, 24 pounds.
Weight of 24-inch, 23 pounds.

PRICES, \$40 to \$110.

MR. GEORGE HARRIOTT,
the managing superintendent, has had 25
years' practical experience, including 11
years with the Humber Co., Beeston,
Eng., and controls English, Canadian,
and United States patents.

Agents Wanted.

...Send for Catalogue

MENTION THE BEARINGS

FROM OVER THE SEA.

LONDON, June 2.—The London Center of the Union held a long and interesting meeting last night. Over two hours were occupied in hearing and discussing a report upon the finances of the center by an investigating committee appointed after the fire which occurred at the Union offices in January last. This business was conducted with closed doors, and all but the members of the committee were excluded from the chamber. It appears probable that some changes will be effected in the near future in the conduct of the center's business. The report of the acting committee showed that thirty-nine clubs in the London district had been registered as affiliated to the center. Last year there were 130 clubs affiliated. This year there are 167—notwithstanding that three counties have been handed over to form a new center. The licensing committee have granted 484 licenses, refused three, and passed over ninety-seven to the trade licensing committee.

The meeting then ran through the agenda of next week's council meeting at Birmingham. Some persons consider this process a farce, but I regard it as a rehearsal which tends to create definite opinions prior to the actual debate in council, and helps largely to stem a stream of futile talk by testing the general feeling upon a given subject. There was a tremendous debate over J. Blair's motion "That no claim to amateur records shall be adjudicated upon, unless made in competition, except time trials at race meetings held under N. C. U. rules." Findlay Macrae supported Blair in a long, able speech, protesting against the worthlessness of modern, artificial record making from the point of view of the general public. In support of this view it was stated that not a single safety record from 1 to 102 miles was at present held by an amateur—all the makers of these records having been refused licenses or passed over to the professional ranks. Percy Low, in a very humorous speech, opposed Blair's idea, as also did Hillier, Swindley, Turner, Griffin, and others. Griffin proposed as an amendment that the record committee be instructed to classify all records under two heads—viz., A made in competition, and B made in time trials—as in the states. This met with much favor, but on a vote being taken those present were found equally divided between the two proposals. Sisley supported Blair, and was twitted by Hillier with trying to enfranchise the "pro." The discussion was vigorous, instructive, and abounding in good humored wit,—in short, quite the best debate heard at a Union meeting for some time.

The International Athletic Congress,

to be held at Paris between June 16 and 24, promises to prove most interesting. The N. C. U. of England will be represented by Robert Todd, H. L. Clark, and T. W. J. Britten. The two latter gentlemen speak French fluently. Six hundred delegates from all parts of the globe are expected.

Next Saturday, at Birmingham, the one and five mile N. C. U. amateur

championships will be held, together with the one-mile championship for professionals and the international team race against Ireland. At Herne Hill, on June 23, the one and ten mile tricycle and the twenty-five-mile bicycle championships for amateurs will be decided. Pacemakers will be allowed in all championships over distances of one mile. The fifty-mile bicycle championship will be held later in the year. The international team race with Scotland will take place at Hampton Park on July 7.

Last week I omitted to record that W. Brookbanks

Had Broken Shorland's Road Record

for twelve hours. In the north road, twenty-four hour, last year, Shorland did 195 miles in half time. On the 25th ult., Brookbanks accomplished 201½ miles. Brookbanks belongs to Biggleswade. He is the first man in the world to achieve a double century on the road in 12 hours. Since 1890 Shorland has monopolized this record, his successive figures being, 1891, 192½; 1892, 194½, and 1893, 195 miles.

At a meeting of the southern committee of the Amateur Athletic Association, on the 28th ult., it was resolved that no permit be granted to sports where ladies' bicycle races are organized and advertised as events on the programme. This decision gives a *coup de grace* to ladies racing at all mixed meetings, and it remains to be seen what action, if any, the Union will take with reference to the subject.

Both the Great Cycling Camps Promise Well

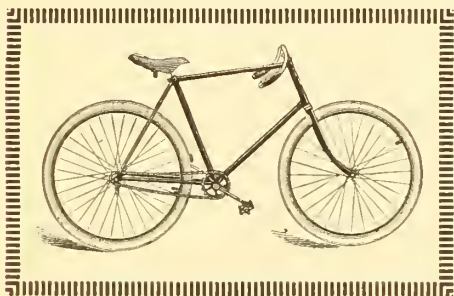
this summer. The Southern will be held at Upton Court Farm near Slough and Windsor. The Stanley, Pickwick, and other important clubs, have decided to support the camp committee in their new economic regime, which will exclude competitive decorations, promiscuous entertaining of visitors in club tents, and other forms of extravagance. I think the reformed camp will not be less delightful than those of old. R. L. Philpot will be president at Harrogate, whither Hillier will go with a strong party of London County and Stanley men. A northern party will travel down to the Southern Camp after the bank holiday, where President Hollands, of the Pickwick, will receive them.

The new track given to St. Albans by Sir Blundell Maple, M. P. (the mighty house furnisher), will be opened by the Prince of Wales on August 6. Unfortunately the surface will only be of cinders.

The Catford Hill climb will take place on Brasted Hill on July 14. The plan of framing a handicap will be repeated. The hill is 700 yards long and rises 1 in 6.

Tom James, the speedy Welchman who defeated Wheeler at the Catford meeting, is expected to go for the hour record at Herne Hill very shortly.

Hillier is laying himself out to encourage tandem racing at Herne Hill.



TRIBUNES WIN ! Records Broken ! !

GOOD WORKMANSHIP AND CYCLOIDAL SPROCKETS TELL.

In the Koster Road at Erie

Tribunes Win 12 out of 19 Prizes

S. D. White on a "Model C Tribune"

Makes The 15 MILES in 42:42 BREAKING THE RECORD for that DISTANCE.

Tribunes Win at Terre Haute. Two 1st and One 2d Place.

IF YOU WOULD WIN RIDE THE EASIEST RUNNING WHEEL IN THE WORLD

Write for Catalogue and Agency.

MENTION THE BEARINGS

THE BLACK MFG. CO. ERIE, PA.

It is rumored that Gibbons Brooks, who recently went on a racing tour in Scotland, has been deprived of his license by the trade licensing committee. Brooks belongs to the Ormonde firm.

Royalty has Given Another Trifling Filling

to the pastime. The Princesses Maud and Victoria of Wales have been supplied with modern tricycles, by order of the Princess of Wales.

London cyclists appear to be in some slight danger of being compelled to affix a plate bearing a registered number to their machines, as in Paris and Berlin. The home secretary, Mr. Asquith, hinted at this in the House of Commons on Monday, *apropos* of furious riding.

The usual sequel to the Bordeaux-Paris race has occurred. Some competitors are charged with taking the train, others with being towed by pace-makers, etc. Lucas, who rode splendidly, although starving, is still lauded to the skies in France. It is generally thought that had he started in last year's Cuca race, Shorland would have been hustled considerably.

The plucky and speedy Miss Tessie Reynolds, of Brighton, whose introduction of rational dress was attended with such marvelous success last autumn, has convened a meeting of Brighton lady riders, and the Brighton and District Ladies' C. C., is the result. Over twenty have joined already, and Tessie has been encouraged and applauded by the local press.

The Parisienne lady rider is merely a promenader, who takes little jaunts for show purposes. Her style of dressing is tasteful, in the extreme, but useless as a protection against weather. Mrs. Bonsor, who recently visited Paris with her husband, has brought home a ladies' costume, which has provoked a good deal of admiration. It is light, graceful, and costs only a third of the price of an English costume. Our tailors will have to abandon charging wheelwomen \$30 for a cycling dress, or take the consequences of competition from abroad.

C. W. HARTUNG.

OWENSBORO IS EXCITED.

LOUISVILLE, Ky., June 8.—The sole topic of conversation among wheelmen in Louisville, the early part of this week, has been the state division meet and the road race. If all the Louisville members attend, that have promised, the little town of Owensboro will be unable to entertain all. The boat excursion hope to have 150 people on it when it leaves here on Wednesday night. Another party of sixty will leave here Thursday night and these, with the members coming from the territory adjacent to Owensboro, will make a large crowd of visitors.

New Albany has caught the fever in good shape, and since the announcement of the afternoon races, nothing has been talked of but cycle races. Mayor Broeker, not to be outdone by our own mayor, who granted the use of the streets for the road race, has declared the afternoon to be a

holiday, and has consented to be present at the races, and will also head the procession to be formed to escort the visitors from the boat to the fair grounds, where the races will be held.

For the road race seventy-five entries have been received from parties who have promised to be present and ride. The course is on one of the finest roads in the country, and is a great deal better than the surface of most tracks. Of this surface there are six miles, two miles over a smooth dirt road, and two miles over asphalt street, the latter being in worst condition of all, except after a hard rain. If the weather is clear until the day of the race, the

Ten-Mile Record Ought to be Broken,

for the course is very near equal to a track. In going out there is one hill on the course that will be of as much benefit coming back as going out. There is no chance for the interference of spectators, as enough policemen will be on hand to keep a clear passage-way through the city limits, and at the finishing and starting point.

A few weeks ago attention was directed to the actions of the officers of the little suburb of South Louisville, and its treatment of Louisville riders. As soon as the city council can meet and pass the annexation ordinance, it will become a part of Louisville. They fought against it very hard and tried to prevent the annexation by entering suit, but when the case was tried, the jury only took ten minutes for deliberation, and rendered a

Verdict in Favor of Annexation.

The result of this annexation will be the completion of the boulevard for the remaining mile of it unfinished, and which will then give cyclists a straight road seven miles long that will be equal to any in the country. The mayor has given his promise to order work to begin as soon as all legal technicalities are removed.

Prince Wells is receiving many entries for his road and track races on July 7, and from present indications this year's will greatly surpass the two former races. Coming as it does right after the Poorman and the Ohio division meet at Cincinnati, many of the prominent racing men of the country will be here.

From letters received here lately from Owensboro, the latch strings will be hanging on the outside of every door, and, in true old Kentucky style, business will be entirely suspended on Friday and Saturday. Visitors from a distance, or from outside of the state will carry away with them a souvenir with a blue ribbon attached to it. Those who attended the Assembly in February will know how well one of the souvenirs are appreciated.

Windle Will Not Ride.

W. W. Windle writes that the report that he would go against records or ride at all is erroneous. He says that he intends never to race again.

ECHOES OF MEMORIAL DAY.

On the
Road

The Raleigh

Showed its superiority, same as it always has done on the **TRACK.**
WON three out of four races.

Chicago.....Peck won time prize.
Irvington-Milburn.....Allen won second place and time prize.
Koster Race, Erie, Pa.....Time prize and World's Record, 15 miles in 42:33

Champions Ride Raleighs

RALEIGH CYCLE CO.,

ZIMMERMAN'S BOOK ON TRAINING
50 CENTS.

2081 & 2083 Seventh Ave., New York.
289 Wabash Ave., Chicago,
and San Francisco.

Mention The Bearings.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JUNE 15, 1894.

No. 15.

Published every Friday by

THE HILL CYCLE MFG. CO.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

AND STILL THEY COME.

We do not maintain an expensive racing team, hire trainers, or pay the expenses of any racing man, and yet, if you keep your eyes open, you will notice that the Fowler wins as many races as any other wheel made. Our victories are real ones (if any wins reflect true merit, surely ours do), and not wins with a ball and chain attached labeled, "\$\$\$ bought them."

The Fowler has an unexcelled record for standing the "racket," and giving satisfaction, and as a result our wheel is the popular favorite. The wins on our wheels so far this year have been very gratifying, for we take as much interest in racing as the wildest of the cranks, but there is just enough admiration for the pure amateur in our makeup for us to refrain from trying to buy men to ride our wheels.

Long live the Simon Pure!

TEAM WORK.

The hired men of the racing path are chasing a circuit through New York state at the present time earning their living by the sweat of their many brows. Thanks to Class B they can do this. From reports in the cycling and daily press it seems as if these men were descending to the trickery of the professional world. "Team work" occupies all of their attention and more time is spent in trying to think up schemes to play some foul trick upon a rider on another team, which, if applied to training, would make them seconds faster. But these men are no better than professionals, and are liable to do almost anything. But you can not find a Fowler rider among them.

MISCALCULATED.

Some Queer Handicapping in the Races at Wilmington, Del.

But Still The Fowler Bantam Wins.

It is against the policy of this paper to deal in personalities, but we are sometimes forced to do so. This is one of the occasions. We may be long-suffering, like the patient beast, the burro, which we all hope to ride at the Denver meet, but now we are compelled to lift our voice and make one vigorous protest against some abuses existing in the east.

Authentic advices from Wilmington, Del., show a queer state of affairs. Several races were run in that city on June 2, and the handicapping shows that favoritism was shown in some cases, and that Fowler riders were harshly dealt with. What do you think of a handicapper giving a man 7 minutes in a ten-mile road race when that individual has competed in other events on the road and has won one? If he could ride fast enough to fly a kite he would win—and he did.

But although riders of two prominent makes of wheels were favored they could not keep the Fowler from scoring, and the Bantam carried away first and second time prizes and third and eleventh places in the road race.

Another sample of the brilliant (?) handicapping was witnessed in the track events. Seeds is regarded as one of the crack riders of Delaware, and was scratch man in the road race. Yet he

is given seventy-five yards in the mile handicap in the track races. Courtney is thought to be fifty or sixty yards slower in the mile than Seeds, yet he is placed fifteen yards behind him in the mile, all because he rode a Fowler. But it is hard to beat the Bantam, and the youngster upset all calculations and won the race in the last ten yards.

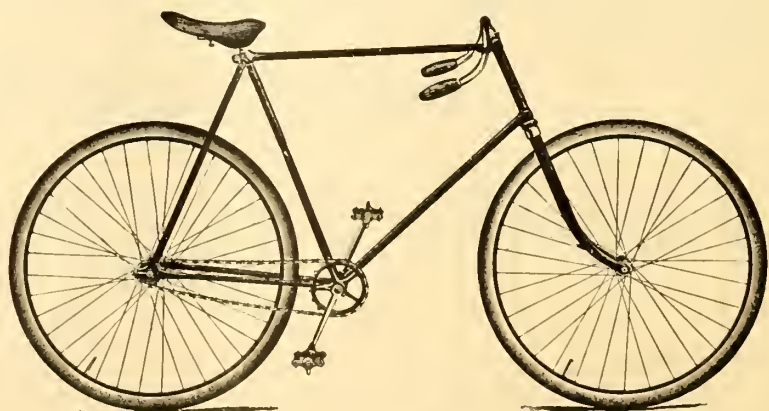
The rooster that was going to crow was silenced, while the Fowler Bantam, slick, span, and snapper, with spurs as sharp as needles, crowed long and loud, and with each crow seemed to say, "You can not beat the Fowler, but you can cry, 'As good as the Fowler.'"

Remember, "the best laid plans," etc.

Courtney, who won the mile handicap at Wilmington, Del., June 2, also captured second time in the road race. Hanley, also a Fowler rider, got third place.

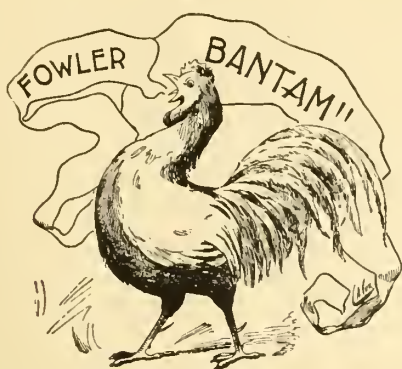
A PROMISING YOUNGSTER.

It is something to beat such a crack road rider as W. C. Seeds, the Delaware champion, and you could hardly blame a new man for wearing a little larger hat for doing so. Yet young Courtney, who won the time prize in the Wilmington ten-mile road race, is still the same quiet, modest boy that he was before the race. This is not his first good performance on the road. He rode in this year's Irvington-Milburn, and made a remarkable showing. Up to the last three miles he was among the first three leaders, and was riding strongly. Some of his friends, anxious to help him, tried to hand him refreshments. One of them got in his way, and a collision was the result. This spoiled Weir's chances of winning the race, but he finished ninth. But he rode a Fowler.



THE WINNING WHEEL.

THE FOWLER TRUTH.



SOME WINNINGS.

What Fowler Riders Have Been Doing of Late.

The Fowler Wins in Every Part of the Country—
The Bantam on Top.

The following will show that Fowler riders have been making hay while the sun shines:

National City, Cal.

Burke, quarter.
Fox, half.

Fowlers scoop things in general.

Burke at same meet rides flying quarter in :26 flat, clipping 4 1-5 seconds off Foster's coast record.

T. Morris, an eighteen-year-old streak of lightning of Fort Worth, Texas, clips two minutes off of Thackaberry's much-talked of twenty-mile state road record. Morris rides a Fowler Bantam.

San Diego, Cal.

Burke wins mile open, beating Edwards and Davis.

Steubenville, Ohio.

Wm. Scott, two firsts.

St. Joseph, Mo.

C. W. Hardman four firsts.

Kansas City, Mo.

Warren and Wood at it again getting one first, one second, one third.

Wilmington, Del.

Ten-mile road race. First, and second time.

First in one-mile handicap. One second and one third.



Denver, Colo.

Denver road race. C. W. DeKay, of Laramie, Wyo., on Fowler gets fourth place, riding last four miles on punctured tire, besides having a collision. The story of that race would no doubt have had a different ending but for the above mishaps. Every Fowler starting came through all right.

Beloit, Wis.

First and third in five-mile handicap.

First in two-mile.

Second in one-mile.

The best of all is what our agents write, "Fowler's are giving splendid satisfaction and are becoming very popular in Beloit."

Cedar Rapids, Ia.

First, one-mile open.

Second, five-mile handicap.

First, half-mile open.

Second, five-mile open.

The "Pacific Cyclist," just at hand, says of the quarter-mile record: "Foster's flying quarter was made a slow race by Billy Burke at San Diego, who covered the distance in 26 seconds, unpaced."

Burke rides a Fowler, and he doesn't belong to any team, nor is he paid for riding the Fowler.

Can you think for just one minute, 60 seconds? Riders of Fowlers win so many races in all parts of the United States, against all kinds of competition, and in view of the fact that not a man is paid for riding a Fowler, it speaks well for the wheel.

Los Angeles, Cal., May 31.

Hill Cycle Co.:—Four events on quarter-mile track. H. E. Bundy wins one-mile 2:40 class, and two-mile handicap, from 125-yard mark, in 2:27 and 5:14 respectively, the fastest time this season on this track.

Fowler Cycle Co.

Lexington, Ky., May 30.

Hill Cycle Co.:—Van Antwerp, on Fowler, won time in ten-mile road race here today.

C. O. Updyke.

Rockford, Ill., May 30.

Hill Cycle Co.:—Burr, on a Fowler, wins first time prize.

A. F. Stevens.

San Bernardino, Cal., May 30.

Hill Cycle Co.:—Fowler riders here capture three firsts and two seconds.

Mary Thompson.

Greenville, Ohio, May 30.

Hill Cycle Co.:—Fowlers take everything. Three firsts, three seconds.

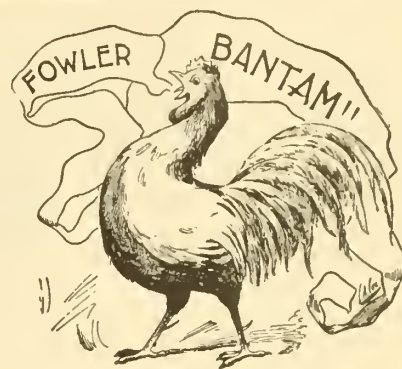
E. D. McKeon.

Ottawa, Ill., May 30.

Hill Cycle Co.:—Serviss defeats Frank Wing for first time prize in road race.

J. A. Green.

At Pullman athletic games Breckenridge, on a Fowler, captures both races.



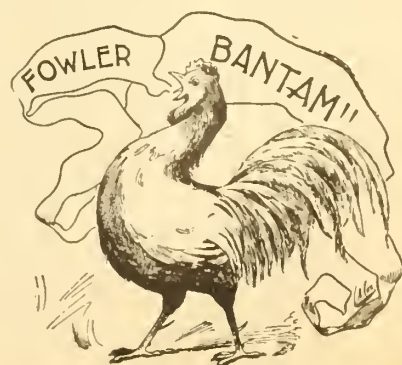
A GREAT TESTIMONIAL.

Anent the Chicago road race the Chicago "Herald" pays a tribute to the bicycle by remarking that when an undeveloped youngster of seventeen can ride eighteen miles in fifty-seven minutes and ten seconds—half the distance against a strong head wind—it is evident that the evolution of the bicycle is still in progress. **Rau's performance in the Chicago road race shows the perfection to which the modern wheel, with its pneumatic tires, ball bearings, and perfect construction, has been brought.** The cyclist long ago distanced the ordinary trotting horse; he is now in close pursuit of the thoroughbred, and as his ambition knows no bounds he will sooner or later be found challenging the locomotive to short distance contests. What the future of the bicycle may be it is unsafe to predict. Every year it has been announced that the machine has reached its highest development, yet each succeeding year brings forth fresh improvements. American skill and ingenuity are at work, and it is within the bounds of probability that the Chicago road race may some time be won in forty-five minutes or even less.

It is needless to remind the reader that Rau rode a Fowler Bantam. Words of praise from such an influential paper as the "Herald" are valued by us. The writer of the editorial must have ridden a Fowler.

Isn't it really phenomenal how Fowlers win, no matter what the competition?—FOWLER TRUTH, June 9.

H. C. Smith, our Oswego, N. Y., agent, writes: Fourteen Fowlers used in Oswego in 1893, and not a break of any kind.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

NEW YORK DEALERS ARRESTED.

The Police Claim That They Violate the Sunday Law by Keeping Open on That Day, and Take Three of Them to the Station.

NEW YORK, June 12.—Several arrests were made on Sunday among the cycle dealers in the neighborhood of Fifty-ninth street and Broadway, for breaking the Sabbath and selling goods on that day. As has been their custom for years, the dealers had their stores open for the purpose of accommodating customers who desired to rent wheels. About 3 o'clock Detectives Lynch and Hobson made an appearance in the stores and purchased small articles, such as a can of oil, etc. Then inquiring for the proprietors they arrested them. This action is based on the ordinance against selling anything on Sunday, which has always been considered a dead letter, as far as the bicycle trade is concerned. The dealers have, as a rule, kept open only to allow machines to be rented and accommodate riders in repairing small jobs.

Stephen T. Moen, manager of the uptown Liberty store, at 1786 Broadway, was first arrested. A detective bought a small can of oil at his store, and then arrested Moen. He was taken to the Forty-seventh street station, as were Brooks and Graf, who do business at Fifty-eighth street and Eighth avenue. Moen was immediately bailed out, but the other two were held until Percy E. Snyder was found and gave bail for them.

Yesterday morning all three were held by the justice at the Yorkville court to answer to the charges, Moen in \$100 bonds, and Brooks and Graf in \$300 bonds to the Court of General Sessions.

Yesterday the different dealers were feeling very indignant over what they termed an outrage. The first one seen was Sydney B. Bowman, who does business at Fifty-sixth street and Eighth avenue. He kept his place open until nearly 3 o'clock on Sunday, but knew nothing of the visits from the police. In the next block above, on Eighth avenue, Stokes has his store. The police went in and asked him if he was selling anything. He denied doing so, saying the door was open to allow entrance and exit for his family, as he occupied the living rooms in the rear of the store. Around on Broadway, Gormully & Jeffery were visited, but as they only have the rental department open the police only ordered them to have this closed. The next two stores—Porter & Gilmour, and B. H. Devine—never open on Sunday. Across the street is Moen's, which was visited, as previously described. Back again on Eighth avenue the detectives went, and in Brook's and Graf's found them at work in their machine shop and placed them under arrest. At Percy E. Snyder's, on the circle, an attempt was made to buy an oil can which proved a failure. Mr. Snyder surmising their intentions, said: "You can't catch me, at that game. I don't want to be backed up in Forty-seventh street." A little later a policeman notified him to close up his store and save trouble, which advice he heeded. This is the second attempt of the authorities to close up bicycle stores this season. About two months ago the Stover Bicycle Company, on Madison avenue, was closed by the police on Sunday. By the advice of their lawyer they opened the next week and have continued to do so ever since. None of the dealers have taken legal steps to ascertain their position in the matter but all agree that their rights have been invaded.

Trade Changes.

SALT LAKE CITY, UTAH.—John Daynes, succeeded by Daynes & Son, sewing machines, will probably take up bicycles.

WHEELING, W. VA.—K. Hoge Co., hardware and bicycles, accepted the agency for the Yost wheel.

RICHMOND CENTRE, Wis.—Chandler & Spiedel, new hardware firm, composed of E. M. Chandler, and S. D. Spiedel, will accept agency for good bicycle.

DETROIT, MICH.—Miller & Warren, bicycles, reported as having recorded chattel mortgage for \$982.

BOSTON, MASS.—The Union Cycle Co., 239 Columbus avenue, will erect a new manufacturing plant at Highlandville, Mass.

MITCHELL, SO. DAK.—Mooth Bros., hardware; succeeded by W. J. Healey, who will accept agency for good bicycles.

SPRINGFIELD, OHIO.—Rubber Tire Wheel Co., incorporated, with a capital stock of \$10,000.

EAGLE PASS, TEXAS.—Emilio Paul has purchased stock of Eagle Pass Hardware Co., and will probably take up bicycles.

LOUISVILLE, KY.—Kentucky Cycle Co., incorporated, dealing in cycles, sporting goods, etc.; capital stock \$5,000.

HICKMAN, NEB.—D. A. Duitman, hardware, succeeded by Duitman & Liesveld, will probably take up bicycles.

SOUTH ENGLISH, IOWA.—Mantz & Coder, succeeding Van Auker & Mantz, hardware and implements, will probably take up bicycles.

LONG BEACH, CAL.—L. A. Bailey, hardware and bicycles, reported gone out of business.

GUS TUBEMAN'S RIVAL.

The accompanying illustration is a very good likeness of De Tin, an ancient scorcher, who was one of the knights who made King Arthur's round table famous. De Tin is at present in the employ of Geo. O. Hart & Son, of Paducah, Ky. Mr. Hart describes him in the following manner:

EDITOR THE BEARINGS: Being subscribers to your paper we notice that you are always anxious to get hold of the latest in cycling news. It affords us great pleasure to forward you a photograph of our '95 model Household Wants bicycle, ridden by our Professor De Tin in our show window during the month of May '94. This will doubtless open the eyes of some of your numerous readers and start the manufacturers to scratching their heads to get up a wheel on the same lines for the coming year and break the professor's record.

You will notice that the wheels are of grind stones, the front sprocket is a wheelbarrow wheel, the rear sprocket is a handpress screw head, the chain is stay chains, the step a broad-ax, the upper frame bar a patent



post-hole digger, the lower frame bar a four-tine manure fork, the seat a molder's shovel, the front fork two boys' spades, the front axle a monkey wrench, the handle-bar a No. 4 bell yoke, the lantern an 18-inch reflector side lamp, the bell a steamboat engineer's bell, the pedal cranks are meat-cutter cranks, and the pedals rat traps.

The professor's head is a stewpan, the face a pudding pan, can screw eyes, coffeepot lip nose, patty pan lips and teeth, body, and back, four dish-pans, shoulders, grocer's scoops, stovepipe arms, stovepipe legs, caliper pant guards, pint cup heels, small grocer scoop feet, garden weeder hands, a nickel plated tray for a shirt front, and a japanned wash-pan for a hat.

Our Mr. Geo. B. Hart, who dressed the window, intended taking the figure down the next week, but it proved to be such an attractive window that we allowed it to remain the entire month, the crowds sometimes blocking the sidewalk and extending to the middle of the street. The bicycle boys all took a great fancy to it and we thought perhaps you would like to let your readers in different parts of the country take a look at it, too.

Two Additions to the W. W. W. Line.

Two new wheels have recently been added to the Crescent line of Western Wheel Works—the ladies' scorchers and the high-frame scorchers. The former has twenty-eight-inch wheels, and is fitted with wood rims and Palmer tires and weighs thirty-three pounds—a combination of strength and lightness. The company has listed this wheel at \$90. The high-frame Scorchers is built with a frame two inches higher than their regular Scorchers, and is also fitted with wood rims and Palmer tires and lists at the same figure.

Cutting "Columbia" Prices.

Siegel Cooper, of Chicago, have been advertising '94 Columbias at \$93.70, causing some excitement in local trade circles. Manager Jackson, of the Chicago branch of the Pope company, has investigated the case, and found out where the leak was and stopped it. Siegel Cooper have but three or four machines in stock which they secured from a tricky agent.

ENGLISH TRADE NOTES.

LONDON, June 2.—On all hands I hear outcries against the recent action of the C. T. C. in deciding to ask the trade to quote special terms to its members. *Wheeling* has spoken out boldly upon the matter, and I wish a few of the other so-called trade journals would join in the crusade. So far as I can hear at present no action has been taken by the club, and I am given to understand that the large firms intend to refuse to fall in with an arrangement which can not fail to injure all parties in the end. Of course they may give way when the time arrives for a decided action, but I certainly believe that one or two of the largest houses will stand firm.

I have not heard nearly so much of the Helical tubing this season as I expected, but I am assured that it is a complete success. At present it is used solely on the Premier cycles, but seeing that the public has by no means gone mad on the matter, I shall not be at all surprised to find that other makers are allowed to employ it next year should they desire to do so. The matter is, however, extremely doubtful, as the tubing has not created a great sensation after all.

Tomorrow I am to experiment with the new "Peveriel" gear (Boudard's patent) which, it is said, is going to effect as great a revolution in cycling as the pneumatic tire itself. I very much doubt if this will be the case, but as Humber & Co. have taken up the gear and are seriously going to put it on the market next season, I suppose there must be something in it. At first sight, however, it appears to be a contrivance for going round two sides of a triangle to attain the same object which can be arrived at direct. I will give a full description of the gear and the result of my experiences at an early date; probably next week.

The reports of the trade generally, and more particularly those of the smaller firms, seem to show that the business done this season has so far been very satisfactory. Considering the awful weather we have been having in this country during the last month, I fully expected to hear that there was a falling off in the number of orders, but so far this does not seem to have been the case. Still, it must be remembered, that the information given by the trade at this time of the year is nearly always rosy; it is the balance sheets of the large houses at the end of the season which show how things really are. At present there can be no doubt that the smaller firms are doing better than the large ones, while it is equally certain that an enormous quantity of rubbish is being put upon the market by hole-and-corner manufacturers.

The Manufacturers' Association

will, I understand, shortly have its attention called to the unfair system of trading which is going on at present on the Continent, and more especially in Germany. A large number of machines are being disposed of in that country which are said to be of English manufacture, but which are in reality only German made goods, and very inferior at that. Very often they bear transfers purporting to be "English, quite English, you know," but which bear names of firms not even known here. This is a serious matter, for not only does it rob the English manufacturers of a certain amount of continental trade at the present time, but it tends to undermine that confidence in English cycles which has hitherto been felt abroad, for these inferior machines will certainly fail to give satisfaction. Personally, however, I do not see what the Manufacturers' Association can do in the matter.

All the tire shares, with the exception of the Dunlop, are rather low, and the same may be said of cycle firms generally. Whitworths show the greatest advance, their shares standing at 13½. Humpers, the St. Georges Engineering Co.'s, and the Cycle Components Mfg. Co.'s, also show a slight increase.

The Question of Adopting Stronger Front Fork Crowns

will soon have to be faced by the trade. Lately several very serious accidents have occurred, owing to the sudden collapse of the crowns now in use. Within the past ten days three cases of this kind, each accompanied by serious injuries to the riders, have come within my personal knowledge. Marston's Sunbeams are fitted with a special device to strengthen the steering socket, consisting of a piece of flat steel, placed edgewise down the socket so that its breadth is parallel with the length of the machine. It is a capital plan of preventing a sudden breakage of the joint of the steering socket and the crown, but unfortunately does not alter the possibility of a sudden collapse of the crown plates, and it is these which generally cause the mischief. Many of them are only cut out of thin steel, the edges in contact with the sides of the forks being utterly inadequate to give a hold to the brazing. Whitworths and several of the best makers use plates constructed with sleeves down the forks which prevent all risk. Other firms should copy this without delay.

A Mr. Warsop, of Lancashire, has patented an arrangement for automatically pumping air into a tire as the rider goes along. The mechanism is complicated and the affair can only be looked upon as an ingenious fad. No practical value can be attached to such an invention.

WILL O' THE WISP.

OWENSBORO IS HOSPITABLE.

OWENSBORO, Ky., June 8.—This city just now is receiving considerable attention on account of the advertising done in behalf of the meet. It is situated on the Ohio River, 150 miles southwest of Louisville and about sixty miles from Evansville, the metropolis of southern Indiana, and is the county seat of Daviess County. Daviess County is noted for its many distilleries, of which the Monarchs are the leaders, and is also the largest tobacco district in the state. The city claims a population of 18,000.

On arriving in the city a BEARINGS' representative was taken in tow by Mr. T. C. Walden, or as everybody calls him, "Buck" Walden. A ride over the streets found most of them like every small city—in pretty bad condition—especially where the street-car tracks are laid. But when the streets leading to the roads going out into the country are reached, there will be found one of the finest riding surfaces in the state. The roads are made like all broken-stone roads, but are covered with gravel, which packs down after each rain, and becomes as level as a floor. The roads are in this condition for at least five miles in every direction, but beyond that distance the common country dirt road is found. These are utterly impassable in wet weather, and Sterling Elliott could find a great deal of material for a "good roads" article by getting photographs of them.

The Owensboro Wheel Club is the only organization here and has an elegant suite of rooms in the Deposit Bank Building, which are always thrown open to visiting wheelmen, and as the building is in the heart of the city, it will be the headquarters of the reception committee during the meet. The club has a membership of forty-seven at present, and has a list of ten new names to be acted upon at the next business meeting.

From all accounts and information obtainable there are at least five hundred bicycles in use here, while a year ago there were not more than ten. The great increase has been caused by the success of the ten riders in getting the division meet for this city. As soon as they arrived home last year and reported that the meet would be held here,

An Interest Was Developed

that has shown wonderful results. The lack of interest then was also due to the bad streets and the enmity of the police, who arrested every one caught riding on the sidewalks, to avoid having to swim through some of the mud puddles. Since then the streets have been repaired, and the number of riders has increased so largely that the stringent ordinance had to be amended, and all is now serene.

The town is well supplied with dealers as the following list will show: Wimp & Corley are the leading exclusive bicycle dealers here; they handle Stearns, Victor, and Columbia, in high grades, and push the Wellington, as a medium grade. They have the best repair shop, and control the largest part of the repairing, as well as selling the largest number of wheels.

Hill & Steitler make the Cleveland their leader, and also have the Syracuse and Eagle, together with Featherstone and Western Wheel Works lines. They sell bicycles as a side line with hardware. They have done a very satisfactory business this season and are very well satisfied with it.

W. A. Guenther & Sons are another hardware firm handling bicycles, and also have a repair shop in connection. They handle the Sterling, Lyndhurst, and Central in connection with Geo. N. Pierce & Co.'s line of medium grades.

Jno. G. Delker, dealer in buggies and harness, knows that the buggy business will soon go out of existence and has started to cover himself by taking hold of bicycles. He handles the Ariel. Wm. H. Courtney, a druggist, divides his time between compounding medicines, and talking about the merits of the Featherstone line.

Geo. L. Motteler, shoemaker, flute player, printer, and leader of the Young American band, manages to find a few minutes of his time to talk up the merits of A. W. Gump & Co.'s bargains. Mullen & Haynes, druggists, find it quite a diversion from their drug business to sell the Union. H. L. Koltinsky & Son, wholesale confectioners and grocers, added a new article of food to their stock when they took the agency for the Imperial.

Ten agents, in a small city like this, is a very large proportion, and in the keen competition for trade list prices suffer very badly, it is almost any reduction in order to make the sale. The reduction is made either directly or indirectly by reductions on other goods handled.

The Owensboro *Inquirer* has an able cycling writer on its force, and furnishes its readers with a very readable column. The paper also is always ready to fight for the wheelmen's rights.

There is one standing rule here that creates considerable astonishment in the minds of the uninitiated. In making the rounds of the agencies or seeing the points of interest it is perfectly natural to stop and indulge in some of the famous Daviess County liquid. When the stranger attempts to pay the score, the money is thrown back at him, with the remark that "we don't take counterfeit money here," and of course the guide pays the score. This is done so often that the person finally believes his money is bad, until he catches the boys slyly smiling at him when his back is turned.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.

MORGAN & WRIGHT
CHICAGO

Bicycle Suits



THE NEW "VAN SICKLEN" SUIT.
OUR LATEST - OUR BEST

Send for Sample Card, Self-Measuring
Blanks, and Cash Prices

**NOBBY. STYLISH.
CHEAP.**

WE MAKE OUR NEW

Van Sicklen Suit

by the thousands, and sell them
all over the U. S.

SUITS MADE TO ORDER IN 3 DAYS.

GET OUR PRICES.

DEALERS need a good line of
Bicycle Suits.
WHY NOT SELL OURS?
WE FIT OUT CLUBS.

C. W. BARR MFG. CO.,

THE "SUIT" MAKERS.

289 Wabash Avenue,
CHICAGO.

Mention The Bearings.

The Best Wheel

IS
THE
ONE
THAT
IS
NOT
SEEN
IN
THE

REPAIR SHOP



The Halladay-Temple Scorcher

Actual scale weight Road Wheel, 26 lbs.
Road Racing. 23 lbs.
Tourist Wheel, fitted with Griswold's
Rubber Mud Guards, Rubber Pedals, and
Brake, complete, 28 lbs.

WE CAN GIVE YOU GOOD PRICE IN TRADE
FOR YOUR SECOND-HAND WHEEL

TEMPLE SPECIAL AND ROYAL LIMITED
HANDLED BY US

Ralph Temple Cycle Works

CALL AND SEE US

158 22nd St., CHICAGO

MENTION THE BEARINGS.

"The Bicycle in Relation to Health."

Colonel Pope, with his customary enterprise, has interviewed a number of physicians in regard to the bicycle in relation to health. These opinions he has gathered together in book form under the title of "The Bicycle in Relation to Health." Speaking of his latest work, Colonel Pope says:

"Desiring to obtain the opinions of physicians, in regard to the bicycle in relation to health, a few months since I sent a circular letter to a large number of prominent physicians throughout the country requesting that they send to me their opinions in regard to bicycle riding and its effects, and the following pages are a compilation of many of the replies, and these may be summed up substantially as follows:

First. Bicycle riding has an established position in therapeutics, and is recommended as a means of preventing and curing disease.

Second. The position often taken by bicycle riders is extremely faulty, and that in order to obtain the best results an erect posture is absolutely necessary.

Third. Bicycle riding, like all other forms of exercise, should not be practiced to excess.

Few persons, however, realize the great work of the bicycle in relation to health, in its being the instrument by means of which the promotion of the betterment of the highways is obtained, and no one can deny the physical benefit arising from good roads. The physician sees the good arising from easy means of communication, which enables riding to be a pleasure, and thus keeps people in the open air, and no one knows better than the physician the necessity of easy communication between the doctor and patient, as oftentimes the delays caused by bad roads have caused fatal results.

How He Advertises.

C. S. Erswell, the Stearns agent at Cheyenne, Wyo., advertises his wares as follows, according to E. C. Stearns & Co.'s "Yellow Fellow": I cut a series of Stearns' advertisements from THE BEARINGS' back cover and pasted them together on a big roller, and arranged this roller in the window of my store to turn by water power. It keeps a crowd in front of the window all the time reading what the "Yellow Fellow" did during 1893 and its last great achievement in 1894—the Linscott road race. The roller goes just slow enough so that each advertisement can be read while it is in sight, and the series are so arranged that beginning with the early winnings it leads right up to the end, and then starting in with 1894 ends up with Butler's world's record in the Linscott road race.

From Chicago to Denver.

Mr. R. J. Palmer, of the Palmer House, Denver, has just completed a trip from Chicago to that city, a distance of 1,200 miles, covering the entire distance in thirteen days, making an average of close to ninety-two and one-third miles a day. Upon his arrival he felt called upon to send congratulations to the Kenwood Mfg. Co. upon the excellence of their pneumatic tire fitted to a Kenwood wheel. His remarks are embodied in the following



THE KENWOOD.

TO THE KENWOOD MFG. CO., Chicago, Ill.

Gentlemen: Allow me to congratulate you on having such an excellent pneumatic tire fitted to your bicycle. I completed a trip from Chicago to Denver, a distance of over twelve hundred miles, arriving here last Saturday morning, making the entire trip in 13 days, and did not have a puncture on the trip. I rode over one hundred miles over the rough prairie covered with cactus, and over three hundred miles on the railroad tracks. I rode your No. 7, twenty-eight pound wheel, and did not have a wreck. Trusting I am not infringing on your time—thought I would let you know how well your wheel stood the racket. I remain

Yours truly,

DENVER, COLO., June 6, 1894.

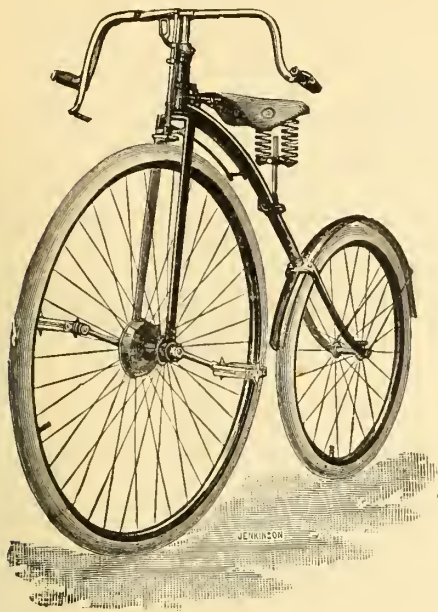
R. J. PALMER.

C. J. Whipple, manufacturer of Whipple's portable safety stand, advertised elsewhere in this issue, has changed his headquarters from Waterloo, Ia. to 4533 Champlain avenue, Chicago, in order to be better able to meet the increasing demand for his product by having better and cheaper shipping facilities. His stands are something that fill a long-felt want among a majority of riders, and are meeting with an excellent sale everywhere. C. J. Cort, Bristol, Conn., are the eastern agents.

J. Bridger writes THE BEARINGS as follows: "I have been granted an injunction by Judge Horton restraining G. T. Robie, of 250 and 252 Wabash avenue, Chicago, from using the name of the James Cycle Importing Co.; also from remodeling the '93 James into high frames and calling them the '94 models. He also restrains Mr. Robie from making the James trademark in Chicago. I am the sole importer of the James and always have been since the James was put on the market." Mr. Bridger is located at 103 Adams street, Chicago.

Through some mistake the Eagle wheel given as a prize in the Chicago road race was listed at \$100 in the official programme instead of \$150. Another mistake was in stating that Woodrough & Hanchett had given the prize, whereas it was given by the Eagle company.

THE BEARINGS
Cyclists' Authority - America



A Crypto Bicycle

Gives Satisfaction Because

THE POSITION IS COMFORTABLE
THEY DRIVE EASILY
THEY STEER EASILY
THEY ARE SIMPLE IN CONSTRUCTION

In order to introduce them quickly we have determined to sell fifty of these wheels to riders at

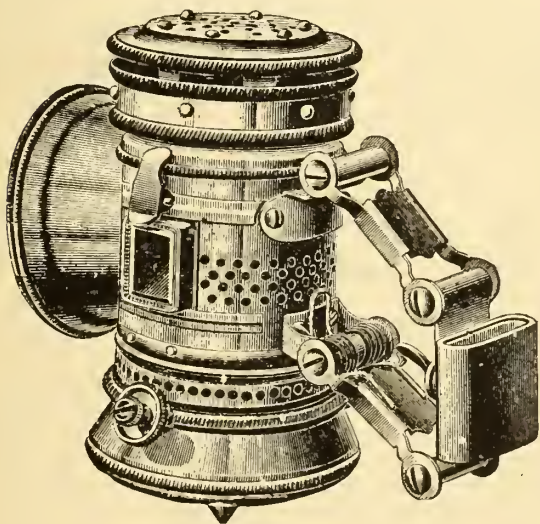
\$50 EACH, CASH

We want to scatter them over as large a number of places as possible and prefer to sell only one in a town at this price. If you don't know the wheel send for catalogue.

The McIntosh-Huntington Co.,

CLEVELAND, OHIO.

MENTION THE BEARINGS

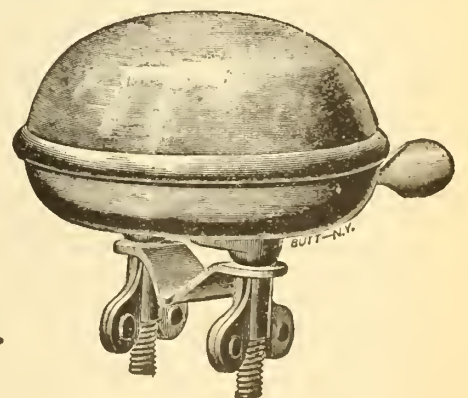


BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

...and...

19 Murray St., New York.



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction ...

The only FIRST-CLASS Bicycle Lamp.

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

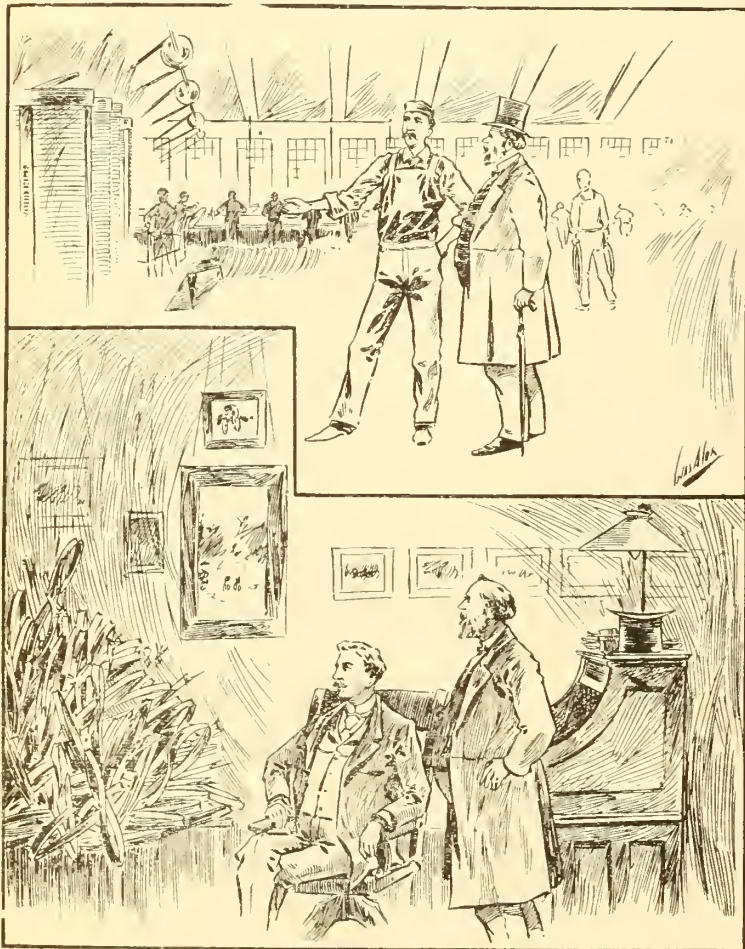
Stockholder of the Nomenclature Bicycle Co., inspecting factory—"Jones, I see that you have a great many more of those wood rims than we can possibly need for all the wheels that we are building. What is the reason?"

JONES—"Why, you see that so many of the wood rims break that we have to keep a big supply on hand to replace them with."

STOCKHOLDER—"But can't you get rims that will not break?"

JONES—"Well, aluminum rims don't break but Superintendent Greathead won't use them."

STOCKHOLDER—"Hum! I'll see Mr. Greathead about this matter. We can not use stock that we have to replace to this extent. It will ruin us."



STOCKHOLDER, to Greathead—"I was just talking to Jones about those wood rims that you are putting into our bicycles. He tells me that they break without end, and that you have to keep a supply on hand to replace the broken ones; and here I see the evidences of it. Now (frostily), will you be kind enough to explain why it is that you use this sort of material?"

GREATHEAD—"Well, it does look bad, and I have put all those broken rims here, in my private office, to keep them away from the eyes of the public. You see the riders and the trade demand that everything in a bicycle nowadays be as light as possible. We have to cater to them, and so can not use steel rims as we used to."

STOCKHOLDER—"That is all very well, Greathead, but Jones tells me that aluminum rims do not break in this way. Why don't you get them. You will bankrupt us at this rate. Bankrupt us, I say."

GREATHEAD—"Just a moment, Mr. Stockholder. These rims that we are using cost us just \$1.25 a pair. I hated to pay double for them what I did for steel rims, but the trade demanded it. They are light, and the fool public cares for nothing else. Aluminum rims are all right, but they would cost us four or five times as much as the wood rims. See? We can afford to replace every pair of wood rims that we send out, and still have them cost us less than half what it would to use aluminum."

STOCKHOLDER—"Greathead, you are a remarkable business man. I shall vote to increase your salary next season."

GREATHEAD—"Thank you, Mr. Stockholder. But we will have to come to aluminum rims ourselves before very long."

STOCKHOLDER—"Why?"

GREATHEAD—"Well, the Eagle Bicycle Mfg. Co., of Torrington, Conn., are using aluminum rims exclusively, and they are gradually forcing the other factories into adopting them."

STOCKHOLDER—"Well, stave off the time as long as possible."

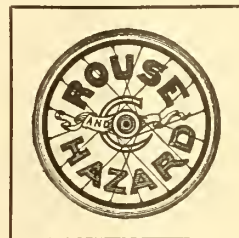
GREATHEAD—"You may depend on me for that, Mr. Stockholder."

W. H. Cole & Sons, of Baltimore, who are agents for the Acme Mfg. Co., in Maryland, Virginia, West Virginia, North and South Carolina, Georgia, Florida, Alabama, have contracted for wheels by the thousand, and expect to push the Stormer this year.

The new song "FOR WE ALL RIDE THE WHEEL," goes free of charge with the popular, charming waltz song, "AMERICAN GIRL," sold at all leading music dealers in the United States, at 40 cents.

Thirty metal polishers, buffers and platers, in the employ of E. C. Stearns & Co., struck last week because of a reduction in their wages.

1894 HEATH BALL PUMPS



\$1.25 LIST.

DISCOUNTS TO THE TRADE.

Being overstocked on Heath Pumps, we offer them at \$1.25 each in order to reduce stock, with a liberal discount to the trade. We will send by mail to anybody, anywhere, by mail on receipt of \$1.50.

ROUSE, HAZARD & CO.

Manufacturers of _____
Sylph and Overland cycles;
Jobbers of Western Wheel Works' 94
Crescents and Acme Lines.

142 G Street, PEORIA, ILL.

MENTION THE BEARINGS.

IF YOU WANT TO GET THE LATEST IN
Ladies' Tailor-Made Bloomers and Leggings

ADDRESS

MRS. A. F. STUART,

Prices Reasonable.

7 E. MADISON ST., CHICAGO.

MENTION THE BEARINGS

..Bicycles..

—AT—

CUT PRICES

SOME BARGAINS IN 1894 NEW WHEELS.

WRITE FOR CATALOGUE.

20-Inch Pet, Cushion Tires.....	\$12.00
24-Inch Boys' Junior, Cushion Tires.....	14.00
24-Inch Boys or Girls, Ball Bearing, Cushion Tires.....	18.00
24-Inch Boys or Girls, Ball Bearing, Pneumatic Tires..	27.00
26-Inch Rob Roy, Ball Bearing, Pneumatic Tires.....	33.00
28-Inch Juno, M. & W. Pneumatic Tires.....	45.00
28-Inch Improved Rob Roy, M. & W. Pneumatic Tires..	45.00
33-Pound Maurer Roadster, M. & W. Pneumatic Tires..	50.00
26-Pound Maurer Scorchers, M. & W. Pneumatic Tires..	65.00
30-Pound Crown, Tool Steel Bearings.....	} 60.00
High Frame, Narrow Tread.....List \$100.00	

Lamps, Bells, and Saddles at Cut Prices.

J. C. Maurer,

The Bicycle Scalper,

76 State Street,



CHICAGO.

MENTION THE BEARINGS.

THE BEARINGS

Vol IX
No 21

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JUNE 22, 1894.

ZIMMERMAN LOSES.

The American Runs Fourth in His First Race as a Professional—Wheeler an Easy Winner.

PARIS, June 19.—(Special cablegram)—Dispatches from Florence, Italy, state that Zimmerman has made the plunge and is now a professional. He raced at Florence last Sunday and was defeated in a three-kilometer race. Harry Wheeler won, Herty was second, Dani third, and Zimmerman fourth. This is the ex-champion's first race as a professional.

JOHNSON WILL GO FOR RECORDS.

UTICA, N. Y., June 20.—Monday next will be record breaking day at the Waltham track. Tom Eck met Manager Bradstreet in New York Wednesday, and it was decided on the quiet. THE BEARINGS man received an inkling, which has since been confirmed by three responsible parties. It was decided to keep the matter quiet, and members of the Yellow Fellow team would not talk. The performance of Johnson, in doing 2:02½ last Monday in the manner he did, convinced Eck and Bradstreet of one fact: That Johnson could beat the flying start record for the mile. All the big and little Yellow Fellows have been ordered to report at Waltham, and triplets, quadruplets, ann tandems will be on hand. Johnson expects success, and says that he can do every quarter in :28, and some better.

What other records beside the flying start will be tried for could not be discovered, but it may be a trial for all. If successful this would be a most effectual boom for John S. and his Yellow Fellow. In this move may be seen a probable reason for Johnson's wary riding of late, and unwillingness to compete in more than one event a day. At Bridgeport, after breaking his chain, he refused to come out again, and from there went direct to Syracuse to get his wheel in good shape and newly tired.

FAST TIME AT BRIDGEPORT.

BRIDGEPORT, CONN., June 19.—The annual meet of the Connecticut division was a success from a racing standpoint. All of the cracks were here and the racing was fast and exciting. Bald rode a fast mile in 2:16½ yesterday, and today Titus cut these figures down to 2:14.

The races yesterday were particularly good. Sanger, Tyler, Johnson, Callahan, and Murphy, had not arrived yet and the battle among the smaller fry was exciting. It is seldom that the average race-goer is treated to such a close finish as was witnessed in the two-third-mile Class B. Silvie, of Port Richmond, S. I., exhibited better form than he has yet shown. Kennedy had jumped the bunch in this race and was going for the tape like mad, when Silvie started after him. The chase was a hard one, but Silvie was equal to it. He caught Kennedy and passed him, and it looked as if the Staten Islander would win. But Bald made one of the best sprints of the year and just nipped Silvie at the tape, winning by a scant five inches.

The mile open, Class B, was won by Titus, but it had to be run over, as the time limit was exceeded. On the runover Titus again won, beating Bald, Kennedy, and Coleman.

First Day's Summaries:

Two-third-mile open, Class B.—E. C. Bald, Buffalo, first; I. A. Silvie, Port Richmond, second; E. F. Miller, Vineland, third; A. D. Kennedy, Chicago, fourth; W. Coleman, fifth. Time, 1:44.

Two-mile, state championship.—C. W. Heyer, Hartford, first; W. F. Fryer, Hartford, second; O. G. Spencer, New Haven, third. Time, 5:33¾.

One-mile handicap, Class B.—E. Miller, 75 yards, first; W. Coleman, 15 yards, second; F. J. Titus, scratch, third; A. D. Kennedy, 25 yards, fourth. Time, 2:19.

One-mile open, Class A, final heat.—Raymond MacDonald, first; C. W. Heyer, Hartford, second; G. C. Smith, third; O. G. Spencer, fourth. Time, 2:43¾.

One-mile open, Class B.—F. J. Titus, Riverside, first; E. C. Bald, Buffalo, second; A. D. Kennedy, Chicago, third. Time, 2:26¾.

Second Day.

The rest of the cracks were at the second day's races. Sanger was still under the weather and did not ride. Johnson started in the mile handicap, but before he had gone thirty yards his wheel broke and he had to retire. He did not have another wheel with him and he was, therefore, compelled to sit in the grand stand and see others win the prizes he coveted.

ENDED IN A WRECK.

The Ohio River Excursion Brought to a Sudden Close—Steamer Sunk, But No One Hurt—A Very Pleasant Trip.

It was a jolly party of wheelmen that boarded the steamer "City of Madison," at Cincinnati, Tuesday evening, June 11. Weber's band was playing, flags were waving and the crowd on the dock cheering as the ropes were cast off and one of the finest steamers on the Ohio River started on the famous Ohio River excursion. A jollier lot of people than were on this boat would have been hard to find. They were out for a good time and they intended to have one, cost what it might.

Breakfast!

That was the password of the excursionists. It was used by every one on the boat, men, women, and children, as a salute wherever and whenever they met, and was taken up at all stopping places by the populace as a byword. It will undoubtedly become as common in the Ohio River Valley from Cincinnati to Evansville, as the old expression "Ah, there!" It came in with a whoop from the steward's assistant (a big negro) the first morning, and the excursionists never heard the last of it. It was also used to alarm the passengers the morning the boat sank.

Of all the excursions it has been my fortune or misfortune to participate in, this is destined to be the most memorable one. Leaving double sin at I, Tuesday evening, June 12, at about 8, the steamer "City of Madison,"



The wrecked steamer.

reputed to have been one of the finest on the river, with about eighty-five wheelmen and women aboard, started for a week's trip. A pleasant evening was spent by all on board, making new acquaintances and renewing old ones, dancing, and listening to the music. All retired at about midnight and were soon sound asleep. By the time Louisville was reached the signal for breakfast was sounded and soon the excursionists were forming table parties and eating their morning meal. After this every one started for a ride about town and after visiting the several cycle stores, wended their various ways to points along the course of Martin & Dressing's road race.

Racing at Albany.

From the road race the excursionists crossed the river on the steamer to New Albany to witness the races at that point. Some of the races resulted in exciting finishes, but in point of time they were a disgrace to any meet or any set of racing men. The two-mile open for Class B riders was run in the remarkable time of 8:24¾. O. L. Burke had a bad fall that resulted in his

breaking his collar-bone so badly that the bone projected through the flesh. There were about two thousand five hundred people in attendance. The following are the summaries:

One-mile novice.—O. L. Burke, first; C. G. Pfeiffer, second; Vincent Cox, third. Time, 2:40¹/₂.

Two-mile open, Class B.—H. A. Githens, first; James Levy, second; Gus Steele, third. Time, 8:24¹/₂.

One-mile handicap, Class A.—O. P. Bernhardt, first; C. A. Wescott, second; Otto Baumann, third. Time, 2:28.

J. J. Goullin was ruled off the track for the day for foul riding in this race.

Half-mile heats, Class A.—O. P. Bernhardt, first; Marion Black, second; Otto Baumann, third. Time, 1:15³/₄.

One-mile, 2:50 class, Class A.—Marion Black, first; C. A. Wescott, second; C. H. Longley, third. Time, 2:31³/₄.

One-mile open, Class B, 2:25 limit; first trial made in 2:40, second in 2:41³/₄, and declared no race.

One-mile open, Class B, time limit, 2:25.—Gus Steele won the first trial in 2:41³/₄; H. A. Githens the second in 2:40, when it was declared no race.

Leaving New Albany the steamer started on its way to Evansville,

Quarter-mile, boys.—Rich Rosencranz, first; Aug. Willerding, second. Time, :39¹/₂.

Half-mile handicap, Class A.—Way, of Terre Haute, 50 yards, first; Lynn, of Terre Haute, 50 yards, second; Marion Black, 35 yards, third. Time, 1:05¹/₂.

Two-mile open, Class B, time limit 5:40.—H. A. Githens, first; Gus Steele, second; James Levy, third. Time, 5:25³/₄.

Five-mile handicap, Class A.—Stocker, Evansville, 325 yards, first; Hedges, Evansville, 500 yards, second; Lynn, Terre Haute, third. Time, 13:06¹/₂.

From Evansville the excursionists went to Owensboro for a two days' stay.

Thursday night was a repetition of the night previous, Jim Levy, Gus Steele, and several others doing all in their power to create a perfect bedlam. To say that they succeeded is putting it mildly. Glass was broken, doors unhinged, bedding and wearing apparel soaked, and life made miserable for nearly every male aboard.

We left for Owensboro at midnight; arrived after a couple of hours' steaming. The excursionists were received right royally by the reception committee, the first one to present itself on the trip. Owensboro was found to be

Profusely Decorated With Orange and Black,

and the national colors. Each merchant seemed to try to outrival his neighbor, and a very pretty effect was the result. The riders of Owensboro wear their club colors in jerseys, stockings, coats, and caps—all in orange and black stripes, about two inches wide. They are a sight for sore eyes.

The races here on Friday brought out some grand finishes. As usual the state championship went to a dark horse in a race that had many exciting features. When the final sprint was made F. D. Cartwright, of Bowling Green, came around the outside of the bunch and sprinted away from the rest with the greatest ease, to the surprise of every one. After the races were over, O. P. Bernhardt, of Toledo, Ohio, made an effort to break the state record made by J. P. Bliss at Harrodsburg, when he made a mile from a flying start in 2:33. On account of poor pacemaking he was unable to do better than 2:24 from a standing start. The summaries:

Half-mile novice.—F. P. Hopper, first; James Keeley, second; Karl Thorn, third. Time, 1:21.

One-mile handicap, Class B.—Conn Baker, first; Jas. Levy, second; Gus Steele, third. Time, 2:23.

Half-mile open, Class A.—O. P. Bernhardt, first; B. O. Baumann, second; F. F. Rough, third. Time, 1:15.

One-mile Kentucky division championship.—F. D. Cartwright, Bowling Green, first; Hugh Caperton, Louisville, second; H. Van Antwerp, Mt. Sterling, third. Time, 2:32.

Half-mile Owensboro Wheel Club championship.—Walter Stout, first; A. Rosenfield, second; J. C. Pfeiffer, third. Time, 1:20¹/₂.

Two-mile handicap, Class B.—T. R. Eddie, first; Cliff E. Baker, second; Conn Baker, third. Time, 5:06.

Quarter-mile heat, Class A, for Kentucky riders.—H. Van Antwerp, first; Chas. H. Longley, second; A. M. Donaldson, third.



Start of one-mile open at Owensboro.

EDDY. PLACE. CLIFF BAKER. CONN BAKER. STEELE. LEVY.

stopping for a while early in the morning to take on a few wheelmen at Owensboro.

The "Boys" Began to Play Pranks

Wednesday night, and raised the very old boy for some hours, respecting no man. They did let the ladies' cabin severely alone, however, for which all praise is due them. Water-buckets, tin-pans, and pails were pressed into service, and every one who had retired and showed a disposition not to "come out and play," were treated to a beautiful ducking. One laughable incident occurred. One of the outside shutter doors had been lifted from its hinges by the rioters, and set aside so as to give the occupants of that particular stateroom a chance to get even at the next one making his appearance. They had two large bucketsful of water ready. Presently a footstep was heard on deck and some one came along, and seeing the shutter unhinged, picked it up and started to replace it. "Let me at him," whispered one. "There he is," said the other. Swash! Splash! went the water, and the unknown party was ducked—wet to the skin. "Well, boys," said the captain, for it was no less a person, "that's a good one, but don't pour so much of that stuff on the deck or you'll sink the boat." And away he went to change his clothing; every stitch of which was wet through. The same sort of monkey business continued till the wee sma' hours, when every one whose bedding was dry enough to sleep on retired. The others had to be satisfied with chairs, tables, sofas, etc.

Arriving at Evansville some of the excursionists went riding into the country; others strolled about town or enjoyed themselves according to their inclinations. No one cared to exert himself as the weather was extremely warm.

The Races at Evansville

were of a fair order, but attracted a very small and chilly audience, as, in fact, they did at all points.

Summaries:

One-mile novice.—Nadaud, first; Marion Black, second; Huston, third. Time, 2:40.

Quarter-mile open, Class A.—W. J. Klinger, first; O. P. Bernhardt, second; F. F. Rough, third. Time, :31³/₄.

One-mile handicap, Evansville Cycle Club.—Stocker, first; Mingst, second; Holbrooks, third. Time, 2:40.

One-mile open, Class B, time limit 2:35.—Conn Baker won this race in 2:41; Jas. Levy, second, and T. C. Eddy, third, but race was declared off.

Two-mile handicap.—Marion Black, 150 yards, first; W. H. Peltier, 275 yards, second; Stocker, of Evansville, 150 yards, third. Time, 4:45.

One-mile handicap, Class A.—O. P. Bernhardt, scratch, first; Marion Black, 80 yards, second; F. E. Freers, 110 yards, third. Time, 2:23.



Finish of Martin & Dressing's Road Race.

One-mile open, Class B.—Gus Steele, first; H. A. Githens, second; Conn Baker, third. Time, 2:37.

Kenton Club championship.—Chas. H. Houston, first; H. M. Sidwell, second; Clarence McLean, third. Time, 2:33.

The Second Day.

As on the previous day, Cartwright, the winner of the one-mile championship, ran away from the starters in the half-mile Pennyryle championship, won with ease. At the conclusion of the races, H. A. Githens went for the Kentucky mile record made by Bliss last year, and with pacemakers, like Levy and Steele, got the record in 2:20¹/₂. The summaries:

One-mile Kentucky riders, Class A.—H. Van Antwerp, first; E. C. Sidwell, second; A. V. Newlin, third. Time, 2:34.

Two-mile handicap, Class A.—B. O. Baumann, 180 yards, first; F. D. Cartwright, 200 yards, second; Walter K. Stout, 200 yards, third.

Half-mile heats, Class B.—H. A. Githens, first; Gus Steele, second; Conn

Baker, third. Time, 1:31. The second heat was run in the same order, being made in 1:49. It was a pure and unadulterated loaf.

Half-mile Kentucky division championship.—H. Van Antwerp, first; E. C. Sidwell, second; F. P. Hopper, third. Time, 1:11. Hugh Caperton was ruled off the track for the day for fouling Newlin and Hedges, whom he brought down on the backstretch.

One-mile open, Class B.—Gus Steele, first; Conn Baker, second; J. H. Plaice, third. Time, 2:23.

One-mile open, Class A.—O. P. Bernhardt, first; F. F. Rough, second; B. O. Baumann, third. Time, 1:15.

One-mile Pennyrite championship.—F. D. Cartwright, first; Walter K. Stout, second; F. P. Hopper, third. Time, 2:36.

Half-mile open, Class B, time limit, 1:15.—H. A. Githens, first; Conn Baker, second; F. H. Plaice, third. Time, 1:14.

Three-mile Louisville Cycle Club championship.—W. A. Ruby, first; George Martin, second. Time, 9:25. Only two starters.

A reception and dance was attempted by a local social club acting co-jointly with the cycle club, Friday evening, but so many unpleasant remarks were made by the dudes and dudesses of Owensboro, who were there by courtesy of the wheelmen, that the entire party, band and all, withdrew early and returned to the boat. Much unpleasantness was engendered by this move and the reception committee were greatly chagrined. All things were set right, however, by the steamer party sending invitations to an excursion and hop on board, to be given Saturday night. A large attendance of the local aristocracy was the result, fully two hundred replying to the invitation sent out. The ladies were as well represented as the men. And such women! Well, they fully sustain their world-wide reputation for beauty. While the dialect, peculiarly their own, is charming.

The rest of the day was spent viewing the beautiful scenery along the shore. On our way up the river—a number of wrecked boats were seen here and there on the banks and passed without a thought of what was in store for us.

Tying up at Louisville about 5 p. m., a large number of the party left us, some living there, others taking trains home so as to be ready for Monday morning's business. The majority, however, were out for a vacation and a day more on board was a pleasure looked forward to.

The Accident.

Leaving Louisville shortly past midnight every one retired. No disturbance was to be attempted or tolerated, for Sunday night every one was tired, so that a very quiet four hours were spent in sleep. Suddenly, about 4 a. m., a noise like a thunderbolt rang through the boat. Chairs and tables upset, timbers broke, bells were rung in the engine-room, whistles of distress were blown and the everlasting call of "Breakfast!" was again brought into play. Doors were broken in by those who first realized the condition of things and every one was told in excited tones to slip on some clothing and a life-preserver and prepare to get overboard. "The boat is sinking!" was the cry. "Hurry for your lives; if the water reaches the boiler we'll be blown to pieces. Hurry! Hurry!" and it seemed as if a perfect hell had broken loose. The women and children with little or no clothing on were loaded into the only lifeboat serviceable (the remaining two being so rotten that to step into them was to go through the bottom) and they were sent ashore within five minutes of the time of sinking. The alarm of distress, blown by the boat, brought skiffs from shore, and in this manner many were taken off as were the wheels. The excitement abated as soon as it was found that no immediate danger was to be feared. Luckily no one was hurt. Everybody was



Madison, Ind., where the steamer was wrecked. The star indicates the spot where the boat struck.

At midnight, after good-bys had been given and the boys returned from escorting the girls to their homes, ropes were cast off and

The Run for Home Began.

So did the fun. Those who had been worried all week by the capers of the others (among them the racing men) were ready to take a hand. Word was passed by the leaders of the original Ku-Klux that no sleep till 3 a. m. would be allowed, while those who had not participated in the fun (?) before declared there should be no sleep *after* 3. And so they went at it. We all saw day dawn, and then by mutual consent the row was declared off and every one retired believing that no further damage would be done. Some more confident than others, were thoughtless enough to leave their doors open for ventilation, with the result that Githens and the writer who had not been wet previously, were literally soaked. "Breakfast!" sounded through the cabin at 8, and almost without sleep the whole party sat down, all with eyes looking like holes burned in a blanket. There was no rest for the weary. Sleeping in chairs on Sunday was tolerated, all being treated alike.

By request of Mr. Croninger the captain ran up to the bank Sunday, about 10 o'clock, where a swim was enjoyed by all who cared to bathe. Racing suits, underclothing and anything else available was pressed into service as bathing costumes, and a more varied lot one never saw.

Steele, who had won a shot-gun at Owensboro, declared he had "never killed anything," got out his gun with the intention of shooting something. He did. A muskrat as large as a cat was the victim, and a more elated kid with a new toy never existed than the toy racing man, as he marched back carrying his "game." "This beats a jack pot," said he,—"because it's a 'dead sure thing.'"

sent to the Madison House, in Madison, Ind., where the wreck occurred, for breakfast and dinner, after which, at 2 o'clock, another steamer took those who had not had enough of boating to their destination; the others went by train.

The Accident Was Caused

by the boat running into a jetty at Madison, owing to a buoy having been swept away by the current. The steamer was going at the rate of over twelve miles an hour when the accident occurred and a hole seventy-five feet long was ripped into the hull. It ran right on the jetty, which was the only thing that prevented its sinking in thirty feet of water. Confusion reigned supreme for a few minutes. Every one expected to be precipitated into the water. The boat was twisted so that while one part of the deck was nearly level another part sloped at an angle of thirty-five degrees.

Some peculiar incidents occurred. Three ladies who had been bathing in the river the night previous, had wet their corsets and when Charlie Croninger went to wake them and get them out of the boat they refused to be saved until their corsets, which he had hung by the boilers to dry the previous night, were returned to them. The sight of "Cron" at full speed, with those "women's life-preservers," as he afterward dubbed them, was most amusing.

Seasickness on a grounded boat does not seem possible, but that it is, can be proven by Levy and others who returned to the sunken boat the same morning. The cabin of the boat resembled a square set on one corner, and an attempt to pass its length caused the loss of more than one breakfast.

Taken all in all, the excursion was a most enjoyable affair, although those who were on the boat at the time of the accident declare that they wouldn't go through the same experience again for any amount of money.

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GEO. K. BARRETT, EDITOR.

POOR, POOR ENGLAND.

Of course the officers of England's decrepit National Cyclists' Union would not admit it, but to a disinterested follower of the sport, it looks very much as if they were in a very undesirable predicament. Setting themselves up as ultra-purists they have given the sport in their country a blow from which it can not recover for years. All England's best men have been refused licenses, some for legitimate reasons, and more for no reasons at all. A fair sample was the case of E. A. Nelson, the American, a fairly speedy man, but one who was never accused of being tainted by makers' amateurism. He was refused a license, and when he asked the reasons, was told that he must refute the charges against him without knowing what they were. Literally this. It seems strange that any tribunal should make such a demand of a man, but this almighty licensing committee did it. Not content with having driven all their best men into retirement, or France, they have revoked the license of every man who is in any way connected with the trade, and offered in its stead a temporary license, only when the licensee signs a document agreeing that this temporary license be revoked if any performance of his be advertised, either with, or without his consent. Truly the lot of the English racing man in Queen Vic's domain is not a happy one.

The result of all this nonsense is the winning of England's blue ribbon event, the one-mile championship, by a foreigner again, one Petersen, of Stockholm. Jaap Eden, another foreigner, who was refused a license, started in spite of the fact that he was told that he was ineligible; and he won his heat, and rode second in the final. When the spectators found that the Dutchman was not given the place that he was in justice entitled to in his heat the officials were roundly hissed and hooted and a riot was imminent. So demonstrative was the crowd that Eden was allowed to start in the final in spite of the fact that the officials had decided not to allow it. Here is a fine spectacle for sport-loving England to witness! With this state of things, it certainly can not be long before the effete N. C. U. will be a thing of the past. If it is not, sportsmen do not do things in England, the way that they do here.

The only redeeming feature of the championships was the introduction of pacemakers in the five-mile event, in which four heats were ridden under 13 minutes and the final in 11:40.

INJUSTICE TO BALTIMORE MEN.

It could not be expected that a new system like the two classes in American racing could be introduced without some hitch. The distinction between the two classes were clearly drawn and clearly set forth, and yet, in spite of the fact, a score or more of men in Baltimore unwittingly infringed the rules of Class A and were thrown into the senior class, very much against their wills. Their crime was that of riding for prizes of a nature not allowed in their class. The prizes were not greater in value than those allowed by the rules and were offered by a club whose officers were

supposed to know whether or not they were complying with the rules. The men rode for the prizes in all innocence and the first warning that they had that they were infringing the rules was when they were thrown into Class B. It could not be expected that men should go unpunished because they were ignorant of the rules but it certainly does seem hard that they should be forever expelled from the class in which they really belong for ignorance. A suspension would surely have been sufficient punishment. It will, of course, prove a good warning to other riders but the victims of what is certainly an injustice will not feel any the better on this account.

ZIMMERMAN FOURTH.

"Zimmerman fourth." So the cablegram reads. It is the same old story. The ex-amateur champion started in to race before he was really in good trim and was defeated. We do not suppose he felt very badly about it, inasmuch as it was his old chum, Wheeler, who administered the defeat—together with two others, however—and his friends will not feel at all alarmed over it. Early last year he was defeated by the same Wheeler, at Savannah. The cycling world refused to believe the report at first. It was true, however, but it did not prevent him from winning more victories that year than any man ever did in a season before, or than any man will do again, in a long time. No, give Zimmerman a little more time to get into shape and two or three more defeats and he will begin his old practice of running away from the bunch in the last 300 yards.

A NEW RULE WANTED.

The time is ripe for Chairman Raymond to introduce his proposed new rule dealing with the jumping of contracts by racing men. The man who makes an engagement with one manufacturer to ride his wheel and who trains at the manufacturer's expense and draws salary from him during the early months of the season when he can be of little or no value and then, when the time has come when he is in the best of shape and is valuable, if ever, jumps the contract to ride for another maker, he is certainly more worthy of punishment than the Class A man who rides for an umbrella instead of a locket and does it in ignorance at that. Still the rules provide for the punishment of the man who rides for the umbrella and not the one who jumps a contract. There should be a rule covering cases like this and the rule should be a stringent one. The penalty of an infringement should be the ruling of the offender off the track for not less than a year at the least. We have seen some contract jumping already this year and we will see more of it—much more—if a stringent rule is not put into force at an early day.

ISAAC POTTER'S "DEN."

Isaac B. Potter devotes his entire time to his *Good Roads Library*. The initial issue was 100,000 copies, and the interest manifested by all up-to-date wheelmen and good roads' advocates is most gratifying to the brilliant editor. The room at his home in which he spends his time compiling copy and statistics will stand a description: In the first place Mr. Potter calls it his "den" and, truth to tell, it reminds one of a young collegian's room at school. I. B. is a graduate of Cornell College, and evidence of that fact is apparent on every hand. As one enters, from the hallway, the first thing noticeable is the thick velvet carpet on the floor, into which one's feet sink nearly to the ankles. The furniture is of the variety which betokens solid comfort. Deep upholstered leather easy chairs and rockers abound. At the windows hang cream-colored portieres, and upon the four walls are hung guns of different makes and patterns, fishing outfit, caps for hunting, others for fishing, and others still for Mr. Potter's favorite pastime—cycling. A slender oar, hung carelessly from the west wall, is draped with a Cornell College flag of white and maroon. Shelf after shelf of books on scientific research, and modern, as well as ancient fiction, are above the grand old desk, which stands near one of the front windows. Intermingled with the guns, oars, and fishing tackle are boxing gloves, dumbbells, and Indian clubs, while a magnificent pair of Geneva field-glasses, bought by him last summer in Switzerland, leads one looking through them, to almost see the same grand scenery of Alpine beauty that Mr. Potter surveyed last year. If a man ever needed inspiration of outdoor recreation, he needs but to glance at those implements of sport which hang in such graceful quietude from the walls of Mr. Potter's "den."

Meanwhile, the copy for the first issue is rapidly nearing completion, and promises to totally eclipse anything in the line of good roads' literature ever placed before the public heretofore. *Good Roads Library* No. 1, will contain ninety-six pages, with a witty, as well as interesting, introductory chapter on the subject of highway improvement.

A Race Against Time.

At Chicago's August meet a novel race will be run. It will be open to Class B men, and handsome prizes will be put up. Each contestant will have to ride an unpaced mile against time, the one making the best time to be given the race. As Sanger, Johnson, Bliss and the other cracks will be here, it is probable that this race will be more than interesting.

SANGER WAS SICK.

But This Does Not Prevent Him From Winning The Half-Mile Open at Rockville—Titus' Fast Mile.

ROCKVILLE, CONN., June 16.—"When baby was sick, they gave him Castoria."—Old Proverb. When Sanger was sick they gave him tafforia, did the members of the Rockville Wheel Club, thus inducing him to change his mind and to place himself in a rather ridiculous light before the Rockville public: The Rockville people were apt to criticise the big fellow more severely than the people of other cities. Sanger, it will be remembered, was expected to meet Zimmerman at Rockville last year. At that time he refused to ride because then the track was poor. It was dusty and rough, and Sanger undoubtedly had good reason.

Again had Rockville's citizens, at least the few that could and had the inclination to travel to the track, whetted their appetite for the sport to a fine degree. At one time they expected to see Johnson meet Sanger. Johnson did not enter. Then it was Sanger and any one else, so long as it was Sanger. Then Sanger refused to ride owing to sickness brought on by a bad cold. The crowd howled and the officials of the meet went to the big fellow and gave him taffy, securing his promise to appear; then announcers gave it out straight to the audience that Sanger had kindly consented to appear, that he was very sick, and that, should he be beaten, the fault must be laid where it belonged.

Sanger Smiled a Sickly Smile

at this, and said he would have rung this gentleman's hand—beg pardon, neck—could he have reached him in time. Then he stripped for the fray and with nine others started.

George Taylor's connection with the Victor team had become known, and although he rode a Yellow Fellow, he was suspected of helping on a Johnson-Murphy beat. Taylor took the pace. Sanger fell in somewhere, pretty well back. Taylor paced slow, and Arnold came from somewhere,

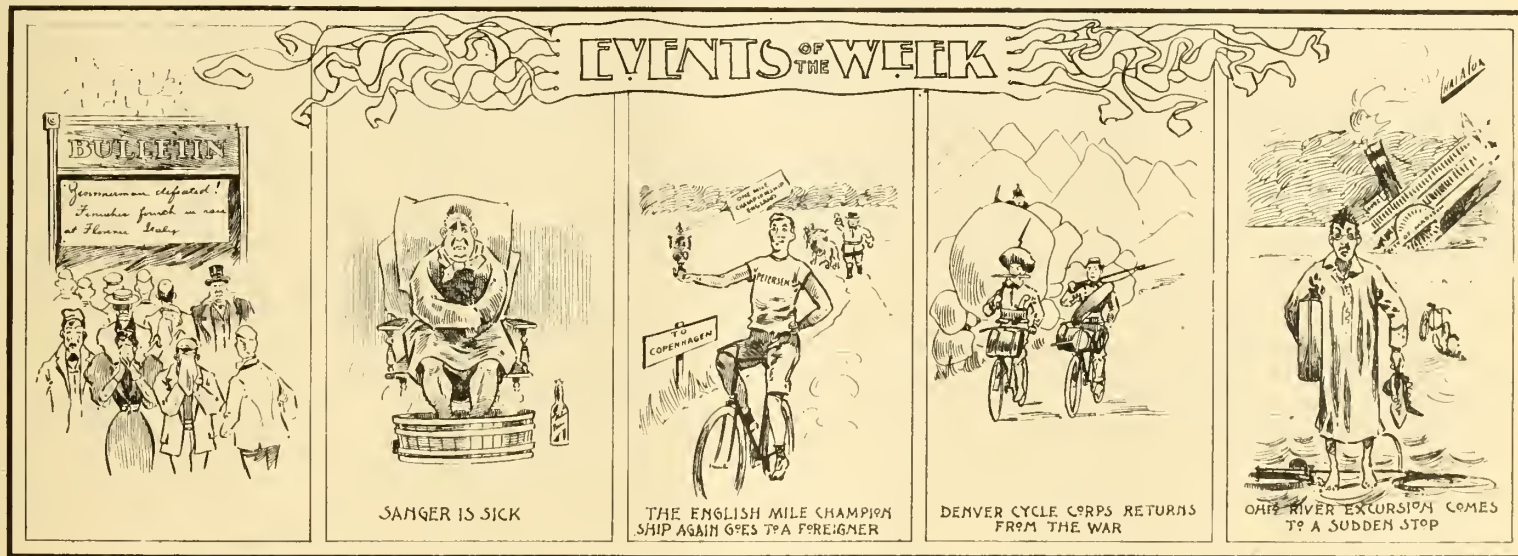
Willie Windle. It was also state record. It was Titus' first officially timed mile. He was paced by Tyler, Murphy, George Taylor and Miller in the order named, and finished the last eighth and a little more alone. Murphy took him the fastest quarter in :30, and had he been pulled out he would have done several seconds under 2:07, his official time. It is the fastest officially timed mile of this year, and Titus is willing to go again, paced or unpaced.

The Rockville track is inconveniently located a mile and a half from town. No street cars run, and there are few buses. The track is a beautiful one, completely surrounded by great towering hills. The Rockville Wheel Club boys are hustlers. The town was thoroughly billed, yet less than one thousand people attended.

AN AURORA MAN WINS.

Twenty-two men finished in the road race promoted by Fred McEwen, between Elgin and Aurora (twenty-two miles) last Saturday. The race was successfully managed, and large crowds were at the start and finish. The road between the two towns is almost an ideal one for road racing, the surface being hard and gravelly, and with a slight down grade. The weather was perfect.

The greatest surprise of the day was the defeat of Fred Nessel for time prize. It was confidently expected that he would win it without the least trouble, as Gardner, his most dangerous competitor, has gone to Milwaukee. But the best laid plans are not always carried out. The time winner turned up in J. B. Lund, of Chicago, who ran eighth in the Chicago road race. He set nearly all of his own pace, and came near winning the race. A. P. Hard, of Aurora, who won the race, started from the 5:30 mark with Frank Wing, of Ottawa, but going down a long hill at Geneva Wing ran into a dog. He smashed his wheel and was compelled to take another that was too small for him.



started somewhere and got nowhere. But while he was at it, Arnold scared Asa Windle, who yelled aloud away across the field. He awoke them into life and the field broke. All started for Arnold and Sanger hardest of all, for he cut around the bunch and at the homestretch, on the half-mile track, led by several lengths. Tyler was after him and with true grit came on finely. Sanger hardly rode as strong as usual, but had lead enough to win by two lengths from Tyler. "There's your sick man!" shouted the crowd amidst other derisive cries.

It was a finely ridden and finely won race, with a possibility that some of 'Arry Leeming's fine work was downed. 'Arry, it must be understood, seeks the blood of the Union team. Before he went to England he was down on the Union (the United States) and now that he returns, a firm believer in America, he is down on the Union any way.

Harry Tyler showed form unusual for him in his present state. In the half-mile handicap he rode from scratch in 1:06. W. H. Wells, the limit (70 yards) man took a notion to win a race and sprinted throughout, winning by several lengths from Tyler who did up Murphy and Taylor. Tyler rode well in several races.

Eddie Bald Was on Scratch

in this mile handicap, and all alone. Titus had 25 yards, Kennedy ahead of him, and a small, but "fighty," crowd in front. Titus rapidly closed up, Bald was left to ride a half alone in catching the field. His half was 1:06 and in the broiling sun a good performance. He complains of having felt dizzy when he caught the field, and yet rode well to the front at the three-quarters. Here Titus drew away from him, and heading the bunch, entered the straight, with Kennedy in full chase. The Riverside man, however, was never pushed. Bald's time was announced as 2:20½, but as a matter of fact, he did not finish.

The Class A events were of little more than local interest, being but few of them open to any but Connecticut riders. One of the main events of the day was Fred Titus' splendid ride for the track record of 2:15, held by

The finish of the race was as exciting as the Chicago. Three men shot out of a cloud of dust and sprinted for the tape, neck and neck. Hard had the most sprint left, and beat Rowland out by half a length. Young was a good third.

The Finishers:

PO.	NAME	HDCP.	TIME.	PO.	NAME	HDCP.	TIME.
1	A. P. Hard, Aurora	4:30	1:08:51	12	F. Nessel, Chicago	Scr	1:08:34
2	S. H. Rowland, Marengo, Ia	6:00	1:10:22	13	N. W. Christanson, Chicago	5:00	1:16:08
3	J. J. Young, Joliet	8:30	1:12:23	14	G. A. Hancock, Huntley	4:00	1:14:00
4	A. Adams, Morrison	6:00	1:10:30	15	W. W. Raymond, Aurora	7:00	1:17:41
5	J. B. Lund, Chicago	6:30	1:07:46	16	A. T. Webb, Aurora	4:30	1:15:00
6	C. W. Rogers, Aurora	6:00	1:10:52	17	H. W. Selton, Chicago	8:00	1:21:33
7	C. H. Semple, Chicago	3:30	1:09:16	18	J. A. Green, Ottawa	6:30	1:24:17
8	C. Swanson, Elgin	2:00	1:07:51	19	Al. Bunnell, Aurora	7:00	1:27:20
9	C. H. Hamlin, Joliet	5:30	1:14:23	20	C. C. Higgins, Aurora	7:00	1:27:25
10	F. W. Lentheser, Chicago	6:30	1:13:26	21	F. Wing, Ottawa	4:30	1:24:26
11	P. Schinnear, Chicago	7:00	1:14:21	22	G. E. Serviss, Ottawa	8:30	1:22:52

The Illinois' Century.

The fourth annual century of the Illinois Cycling Club, Chicago, was held last Sunday over the Elgin-Aurora course. The rain the night before scared away many of those who had intended to go, but still seventy-eight members and about twenty-five outsiders started. Elgin was reached at 7 o'clock and breakfast eaten. From this point on, the roads were very bad. H. R. Upp was the first man to finish, making the course in 7:32:00. F. H. Stanwood was second in 7:55:00; F. C. Edington third in 9:14:00.

The Misses Porter and Hegerty made the round trip in less than thirteen hours, finishing ahead of many of the others. These ladies are organizing a ladies' century for next Sunday. The start will be made from the corner of Madison and Halsted streets at 4 a. m. All lady riders are invited.

Messrs. Coulter, Reynolds, and Locke, of Toledo, are taking a trip on Falcon wheels from Toledo to California.

THAT TWENTY-FIVE MILE RECORD.

For The Fourth Time This Year It Is Lowered—W. W. Grant Covers the Distance in 1:09:26 1-5.

DETROIT, MICH., June 16.—There were fifty-one entries in the twenty-five-mile road race of the Detroit Wheelmen today. Of this number forty-two started and thirty finished. Of these nine got under the record made by Callahan at Buffalo on May 30. This is quite a showing for a small road race. Heretofore there has been considerable doubt cast upon records made over the Belle Isle course, and although the twenty-five-mile record has been smashed several times, it has never been allowed. This time, however, great care was taken to make the course the exact distance. The timers, too, were all experienced men.

The winner of the time prize was W. W. Grant, who made a magnificent ride, finishing strong in 1:09:26 1-5. His brother George, who started on the 2:30 mark with him, finished not a wheel's length behind the winner of the race. John Schaffer, was also under record. The record breakers were: W. W. Grant, 2:09:26 1-5; George Grant, 1:09:26 1-5; T. J. Baird, 1:09:27; C. L. Barthel, 1:10:10; Tom Cooper, 1:10:10 3-5; G. D. Comstock, 1:10:41; John Schaffer, 1:10:56; T. Taylor, 1:10:56 3-5; Bruce Wallace, 1:11:10.

There was but a second's difference between the finish of the first six contestants, namely, John Schaffer, W. W. Grant, George Grant, Frank Woodman, T. Taylor, and F. J. Baird. The finish between these six was a most exciting contest, and Schaffer won by but a wheel's length. The crowd gathered in a dense mass at the finishing point and wildly cheered the flying cyclists, and they succeeded in blocking the track so that the other finishers had but little room. The scratch men did not do as good as was expected, but two of them, Cooper and Barthel, broke the record. Walter Steuber, scratch, punctured his tire, and losing considerable time; he quit at the second lap and getting another wheel he rode back to the starting point and paced Cooper and Barthel as they came around the second time.

It was a great day for racing, and an immense crowd turned out. There was no change made in the course from last year, and it was in the best of condition. The riders found considerable wind on the Canadian side of the course, but not such as to greatly interfere with their progress. That the contest was waged with the greatest rivalry is plainly evident by the record-making time made. A terrible pace was maintained throughout the race, and it proved too much for several of the men, and they were compelled to drop out. Grant brothers made a remarkable sprint on the homestretch, and nearly succeeded in passing the winner, John Schaffer, but the latter was lucky enough to get in a wheel ahead of them, and was declared the winner of the race. The brothers, however, captured the two time prizes amid a great demonstration from the crowd. The following table shows

The Result in Detail:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	John Schaffer	4:00	1:10:56	17	F. F. Talley	3:30	1:13:12
2	W. W. Grant	2:30	1:09:26 1-5	18	S. W. Mohl	3:00	1:13:12 3-5
3	George Grant	2:30	1:09:00	19	L. Wessenhagen	3:00	1:20:40
4	F. Woodman	4:00	1:12:26 3-5	20	James Martin	9:00	1:19:16
5	T. Taylor	5:30	1:10:56 4-5	21	J. W. Fennelton	7:30	1:14:47
6	F. J. Baird	6:00	1:09:27	22	James Moore	3:00	1:16:48
8	A. A. Allen	2:30	1:15:06 2-5	23	M. Garrels	5:00	1:17:55
9	Chas. Anger	8:00	1:15:07	24	Wm. Bosler	6:00	1:18:17
10	Bruce Wallace	8:00	1:11:10	25	Fred Schrein	6:00	1:15:19
11	Charles Hoff	4:00	1:14 00	26	G. Bankson	3:00	1:20:29
12	Harry Miller	6:30	1:13:52	27	Ross Walton	8:00	1:19:35
13	C. L. Barthel	6:00	1:10:10	28	Max Elwell	7:00	1:20:22
14	Percy Peterson	scratch	1:13:40	29	E. Burrell	6:00	1:24:30
15	Tom Cooper	1:30	1:10:10 3-5	30	W. B. Brown	8:00	1:26:47
16	L. J. Lutes	scratch	1:13:41			10:00	

A DESPERATE FINISH AT KANSAS CITY.

KANSAS CITY, MO., June 18.—The first annual fifteen-mile Schmelzer road race, promoted by J. F. Schmelzer & Sons, cycle and sporting goods dealers, took place today on the Waldo Park course. An attempt was made to run the race on Saturday, but on account of heavy rains it was postponed until today. The course was slippery and muddy, and positively dangerous for high speed down the hills, and the times made were remarkable considering the circumstances.

Out of thirty-six entrants only twenty-three faced the starter. The first good man to get away was Bert Tibbs, who had a 5:30 handicap. He was followed by Ben Howard and E. S. Hall, on the 5:00 mark, who caught him at three miles, and the three hung together and secured first, second, and third places, Howard winning on the sprint, with Tibbs second. Much was expected of W. W. Jaques, O. H. Rebenscheid, and Mandeville, but though they rode remarkably well through the slush and mud they could not gain much headway on the leaders. St. Louis, Omaha, and Kansas City fought the battle for time from scratch. A. E. Proulx, of Omaha, was generously given 1 minute by the handicapper, but he came back to scratch with W. J. Cox, of St. Louis, and C. Kindevatter, of Kansas City. Proulx started with the pace, then Cox and Kindevatter took it in turns. At the end of ten miles they had only passed two men, but in the last five miles they gained ground more rapidly, and succeeded in catching five others. A quarter mile from the tape the sprint was started. Kindevatter went to the front, but Proulx gained on him by inches, got even, and crossed the tape not more than a foot in advance of the Kansas City man. Cox was about ten yards back. A more exciting and desperate finish was never seen in this section.

LOCKPORT'S MEET.

A Very Enjoyable Time Experienced at the New York Division Meet—A Poorly Managed Road Race.

LOCKPORT, N. Y., June 17.—Pretty girls, magnificent weather, fine track races, and a poorly managed road race served to make the New York division meet a very pleasant affair. The meet opened last Friday with a twelve-mile road race from Lockwood to Olcott. The course was poor, most of it being through loose sand. The management of the race was also poor and the race devoid of much interest. Van Wagoner, Weinig, Leonert, and Penseyres were on scratch, and it promised to be a merry fight for time prize. Six miles out Weinig fell, badly bruising his face and body. A short distance farther, Penseyres and Leonert collided, knocking Leonert out of the race. Van Wagoner left the others and won time easily, although Blake, a 1-minute man, came dangerously close to his time.

The race was won by A. A. Price, captain of the Lockport Wheelmen, who started from the 5:30 mark. The spectators became so excited that they swarmed across the road, blocking the course so that the others had hard work getting through. Wemple, the second man in, would have won the race if he hadn't run into the crowd, breaking his wheel.

The Finishers:

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	A. A. Price, Lockport W.	5:30	37:03	9	C. H. Noland, S. Y. M. C. A.	4:00	38:20
2	M. Wemple, Lockport W.	6:00	37:40	10	John Penseyres, P. C. C.	Scr.	34:53
3	W. R. Blake, R. B. C., Buff.	1:00	32:40 1-2	11	W. D. Davis, P. W.	5:30	40:30
4	H. J. Winters, Tonawanda	6:00	37:49	12	W. A. Fleckser, P. W.	5:30	40:43
5	W. Van Wagoner, S. A. A.	Scr.	32:13	13	P. P. Hazzard, Jamestown	3:00	38:14
6	George Southern, P. W.	5:00	37:18	14	F. Meyer, H. P. W. Buff.	3:00	38:33
7	H. D. Wyman, Lockport	6:00	38:45	15	A. E. Weinig, R. B. C.	Scr.	35:35
8	C. H. Christ, R. B. C.	3:00	37:00				

On Friday evening the League members were taken on an excursion to Niagara Falls, returning about midnight.

Yesterday the semi-annual meeting of the board of officers of the New York division was held. Reports of the chief consul, secretary-treasurer, chairman of Racing Board, and chairmen of the roads improvement and road book committees were submitted and accepted. The condition of the division, while fairly satisfactory, can be considerably improved upon, and it was voted to appoint a committee and money was appropriated to carry on the work of recruiting. Dr. G. E. Blackham, of Dunkirk, was selected as the third member of the executive committee. The following were elected as the nominating committee to select candidates for the annual election: Fred Graves, Rochester; Thomas Neary, Cohoes; F. F. Share, Brooklyn. It is among the possibilities that an independent ticket will be put in the field next fall.

After the board meeting the usual parade was held, in which many ladies in bloomers participated. Their appearance was neat, and it is safe to say the bloomers will be worn in Lockport.

The Track Races.

William Montague Perrett took hold of things at the track races and as a result everything was run off smoothly. A. B. Goehler won about everything in the Class A events, winning all of the handicaps and the three-mile lap race. L. A. Callahan won the half-mile state championship. Johnson had an easy thing in the Class B races, although Brandt rode in fine form in the mile handicap, Class B. Johnson rode the first half in 1:06 and caught the bunch, but was unable to get through at the finish. His time was 2:15.

FASTEST MILE OF THE YEAR.

WALTHAM, MASS., June 18.—A mile in 2:02 3-5! This is a surprisingly fast mile for this time of the year and John S. Johnson deserves a good deal of credit for his magnificent ride. This fast mile was ridden today at the second annual meet of the Waltham C. C. A tandem crew took Johnson the first lap at a rattling clip. Murphy was to have taken him the second lap, but could not pick his man up and the tandem was forced to go another lap. On the third round Murphy did better and made a neat pick up. The first quarter was done in :28 1-5, the half in 1:15, the three-quarters in 1:35, and the full mile in 2:03 3-5. This was on the new metalithic surface and goes to prove that Manager Bradstreet has a record-breaking track. Had Johnson been paced better there is not the slightest doubt but what he would have done 2 minutes or better.

But this was not the only attempt on records. A. W. Porter established a Class A record for a mile, riding in 2:06, being paced by Haggerty, Williamson, and Robinson. Berlo and Rich, on a tandem, established a half-mile professional record of :57. Tyler tried for the flying half, but could not do better than :59 1-5. He was poorly paced by Warren, and rode the last quarter alone.

The races themselves were not above the average. Johnson won the mile open, Murphy running second, and Tyler third. Tyler won the third-mile open, while C. M. Murphy gathered in the mile handicap.

Summaries:

One-third mile, Class A.—A. W. Porter, first; W. M. Pettigrew, second; C. G. Williams, third. Time, 2:42 2-5.

One-third mile, Class B.—H. C. Tyler, first; C. M. Murphy, second; A. W. Warren; third. Time, :43 2-5.

One-mile, invitation, Class B.—J. S. Johnson, first; C. M. Murphy, second; H. C. Tyler, third. Time, 2:15 1-5.

One-mile handicap, Class A.—J. J. McLaughlin, first; C. G. Williams, second; Nat Butler, third. Time, 2:13 1-5.

One-mile handicap, Class B.—C. M. Murphy, first; C. H. Callahan, second; A. W. Warren, third. Time, 2:12 4-5.

Waverley Racer!



Scale Weight, 21 lbs.
List \$100.00.

• • • •

AS WILL BE SEEN BY reference to the above cut, this machine is an entirely new model, designed especially to meet the demand of Waverley riders wanting a first-class racing machine for both road and track use. It is built on practically the same lines as the Waverley Scorchers, with nine inch head, frame twenty-four inches in depth, wheel base forty-four and three-quarter inches, six and one-half inch cranks, five and one-half inch tread. It has been pronounced by all who have passed judgment on it the **FINEST** model yet designed by any maker; in fact, prominent racing men who have examined it critically in every detail, and have tested it thoroughly on both road and track, have pronounced it the acme of racers, and we can certainly recommend it as being par excellent.

It is considered by racing men, (top notchers) who have ridden it, as the lightest running machine they have ever mounted; in fact, some of them have made the assertion that with a 72 gear it runs lighter than the 66 gears of other makers.

This wheel is fitted with our new Waverley Clincher Racing Tires (and steel rims), which have also been pronounced the finest thing yet produced in the tire line. We have been flooded with complimentary letters since we began shipment of this machine.



COUNCIL BLUFFS, IA., JUNE 4, 1894.

INDIANA BICYCLE CO., Indianapolis, Ind

Gentlemen: I received the 21-pound Waverley Racer, May 19th, and immediately left here on the same for a trip to St. Joseph, Mo., riding both ways, covering about 370 miles, making 107 miles the last day, every inch against a strong head wind, and over some of the worst roads I ever struck, such as "gumbo" sand, rocks, and railroad tracks, and hills that would try the best of heavy road wheels, as it was almost impossible to ride up or down many of them on account of rocks. My weight is 145 pounds, and I carried eleven pounds of luggage on the frame, making quite a load for such a light wheel, but it stood the trip in splendid shape, as I did not touch a wrench to it during the entire trip. Such a test as I gave the Waverley Racer puts it to the front, and many hard and old-time riders have been fully convinced that, as to durability and workmanship, it can not be surpassed.

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MENTION THE BEARINGS

CHANDLER THE WINNER.

A Dark Horse Captures the Cedarburg Road Race—Gardner Beats Bainbridge for Time Prize.

MILWAUKEE, WIS., June 21.—The first of the three large road races—the Cedarburg, the Waukesha, and the Racine—to be run here this season, is over, and A. M. Chandler, of Waupaca, is the winner of the North Side Club's event. He was a 5:30 man, and his time is 53:30. J. Dolister, of Burlington, and Tracy Holmes, of Chicago, came in second and third, respectively. The time prize was won by A. Gardner, scratch, of the Columbia Wheelmen, Chicago. Harry Crocker, of this city, won the second time prize, and J. S. Skelton, of the Morgan & Wright team, won the third time prize. J. Steinharder, of this city, won the donkey, the booby prize. Chicago riders got the bulk of the valuable prizes.

The race was a success. There was not a hitch in the arrangements, and barring a few break downs, which are customary in road races, there were no accidents. The weather was perfect, the course—sixteen miles in length—in a fair condition, barring the three inches of dust that lay in the roadway, and those who were in the race enjoyed it. The riders were taken to Cedarburg at 2 o'clock on a special train, last Friday. At 3:30 o'clock all the riders were in line. At 3:48 Starters Gerhard Aussem, and Albert Moyer fired their pistols and sent Joseph Miller, the limit man, down the road. The other handicap men followed in quick succession. The village clock in the Cedarburg church was tolling the hour of 4 when William Bainbridge and A. Gardner, both of Chicago, and scratch men, left the starting point, and began to overhaul those who had started.

Gardner Overtook His Competitors

easily. One by one he passed them, and when he crossed the tape there were only thirteen who were there ahead of him. Chandler came in at 4:48, or just one hour after Joseph Miller, the limit man, left Cedarburg. The cheer that went up when the Waupaca boy flew by the judges' stand could be heard for blocks away. For a moment not one of the 2,500 spectators knew who he was, so covered with dust was he. When the score card was consulted there was a great surprise, for Chandler, before the race, was comparatively unknown in Wisconsin cycle circles. Dolister, Holmes, Crocker, Skelton, and the others followed in quick order. Bainbridge finished thirty-first. The order in which the riders finished is as follows:

RIDER AND CLUB.	HDCP.	TOTAL TIME.	RIDER AND CLUB.	HDCP.	TOTAL TIME.
1 A. M. Chandler, W. C. C.	5:30	53:30	37 J. Schmidtbauer, M. W.	4:00	58:56
2 J. Dolister, D. C. C.	6:30	55:00	38 P. Nickel, N. S. C. C.	2:30	57:31
3 T. Holmes, V. C. C.	4:00	52:45	39 M. Martin, M. C. C.	5:00	1:00:15
4 H. Crocker, N. S. C. C.	3:00	52:00	40 S. Podlasinski, N. S. C. C.	5:30	1:00:55
5 J. S. Skelton, M. & W.	3:00	52:15	41 M. Waterman, M. W.	6:30	1:02:29
6 E. A. Clifford, M. C. C.	6:00	55:30	42 B. Jupp, M. C. C.	8:00	1:04:04
7 N. Anderson, W. C. C.	5:30	55:05	43 C. Heller, N. S. C. C.	11:00	1:07:15
8 G. A. Seely, B. V. W.	6:30	56:10	44 B. Gridly, N. S. C. C.	6:30	1:03:03
9 T. F. Anderson, W. C. C.	4:00	53:52	45 C. Follow, N. S. C. C.	6:00	1:02:45
10 T. N. Kirchner, N. S. C. C.	4:00	54:00	46 F. J. Janssen, N. S. C. C.	10:00	1:09:47
11 W. Schrader, J. C. C.	4:30	55:00	47 H. Guderson, N. S. C. C.	6:30	1:03:18
12 A. Stoltz, M. C. C.	5:00	55:40	48 E. Nelson, M. C. C.	7:00	1:03:49
13 H. Pierron, N. S. C. C.	11:00	1:01:43	49 F. J. Behrer, C. C. C.	6:30	1:03:20
14 A. Gardner, Col. W., Ch.	Sch.	50:49	50 A. J. Held, N. S. C. C.	8:00	1:04:56
15 P. Everts, N. S. C. C.	7:30	58:25	51 F. W. James, B. V. W.	7:30	1:04:28
16 M. Smith, L. V. C. C.	4:30	55:00	52 G. E. Snyder, N. S. C. C.	7:30	1:04:28
17 W. de Cardy, M. & W., Ch.	3:30	54:46	53 W. Bremer, N. S. C. C.	3:30	1:00:29
18 W. C. Wegner, N. S. C. C.	2:30	53:47	54 A. Schwunk, N. S. C. C.	10:00	1:07:00
19 T. Stott, M. C. C.	5:00	56:18	55 C. Naish, N. S. C. C.	6:30	1:04:30
20 J. R. Bowen, N. S. C. C.	6:00	57:19	56 J. Miller, N. S. C. C.	12:00	1:10:02
21 F. M. Harbach, N. S. C. C.	8:30	1:00:13	57 F. Hundsicker, N. C. C.	7:00	1:05:21
22 J. Pedersen, M. C. C.	6:00	57:44	58 A. Ulrich, no club	8:30	1:06:52
23 H. Vogt, M. & W., Chicago	3:30	55:16	59 W. S. Roessler, no club	7:00	1:06:16
24 I. Warnken, N. S. C. C.	5:00	56:18	60 O. J. Tank, N. S. C. C.	8:30	1:07:13
25 E. W. Roth, N. S. C. C.	2:30	54:24	61 K. Schuckel, N. S. C. C.	8:00	1:06:46
26 C. C. Pierce, B. C. C.	4:30	56:34	62 J. Reich, N. S. C. C.	7:00	1:06:12
27 A. C. Runkel, N. S. C. C.	4:00	56:20	63 B. J. Brown, J. C. C.	8:00	1:07:45
28 O. E. Virum, S. P. W.	4:00	55:26	64 G. Schilberg, no club	6:30	1:05:46
29 H. Reiter, N. S. C. C.	7:00	1:01:27	65 G. Schmidt, J. C. C.	6:30	1:06:31
30 I. E. Estas, no club	8:00	1:02:25	66 J. Bath, N. C. C.	9:30	1:09:32
31 W. Bainbridge, Col. W., Ch	Sch.	54:29	67 A. Huennkens, no club	6:30	1:08:40
32 W. Pritchard, M. C. C.	5:30	60:00	68 E. Koehn, N. C. C.	8:00	1:10:20
33 W. B. Duke, N. S. C. C.	3:30	58:02	69 G. Pickard, no club	7:30	1:09:57
34 W. C. Nielson, M. W.	5:00	59:33	70 A. W. Truss, N. S. C. C.	7:30	1:11:15
35 A. Weilep, M. C. C.	5:30	1:00:06	71 J. Steinharder, B. V. W.	8:00	1:12:50
36 H. Janssen, N. S. C. C.	7:30	1:02:08	72 A. L. Richards, J. C. C.	8:00	1:14:54

The race was in charge of the following officials: Referee—Henry J. Killilea. Judges—E. Wittig, G. J. Schmidt, Jr., A. Bunke, W. F. Kaiser, Hugo Bauch. Starters—Gerhard Aussem, A. Moyer. Scorers—M. C. Rotier, J. Zimmermann, J. E. Reiter, L. Pierron, C. F. Thieme. Timers—G. Durner, F. C. G. Brand, G. Simmerling, and G. Stouthammer.

The First Races of the Wisconsin Circuit.

arranged under the auspices of the Wisconsin division, L. A. W., were run at Madison last Friday, and were very successful. Many of the crack riders from all parts of the state were present. The tourney was well attended, quite a number of people coming from outside towns to see the sport. W. A. Bremer, of Milwaukee, won the half-mile open. The result of the events is as follows:

One-mile novice.—Fred Burgess first; B. W. James, second; Ward Lamberson, third. Time, 2:40.

One-mile handicap.—Court Lemereux, first; Percy Tracy, second; Claus Peterson, third. Time, 2:22½.

Half-mile open.—W. A. Bremer, first; Frank Vanwart, second; H. L. Hull, third. Time, 1:17½.

Two-mile handicap.—L. H. Fales, first; C. B. Chapman, second; Frank K. Cnare, third. Time, 5:10.

Quarter-mile, open.—F. D. Warner, first; G. F. Hodges, second; Frank Vanwart, third. Time, :39.

Three-mile handicap.—Fred Burgess, first; L. P. Holmes, second; B. W. Park, third. Time, 7:46.

One-mile open.—J. D. Freeman, first; Frank Vanwart, second; G. F. Hodges, third. Time, 2:34¼.

One-mile, Dane County championship.—J. D. Freeman, first; C. S. Berryman, second; F. D. Warner, third. Time, 2:39.

The three-mile championship of Outagamie County was won by A. Miller, at Appleton, last Friday. The race was held in conjunction with the annual trotting races at Appleton. J. Homan finished second; A. Homan, third, and J. Baer, fourth.

THE CANADIAN RELAY.

TORONTO, ONT., June 18.—With the advent of the birthday of our Gracious Majesty (May 24) the interest in cycling matters may be said to have commenced, and in nearly every city and town races were held, the more important being at London, Ottawa, Simcoe, and St. Thomas. The exciting events of last week were the combined parade of city wheelmen, the Wanderers' race meet, and the relay ride.

We have in this city what is known as the Inter Club Association, composed of three men selected from the different city clubs, the object of the association being the promotion of the joint interests of wheelmen. The combined parade of city cyclists, on Friday night, was one of the first movements inaugurated by the association. Nearly one thousand cyclists were in line, headed by the celebrated Kazoo Band of the Wanderer's Bicycle Club. The boys had their wheels decorated in various ways, and the parade excited considerable interest in the city.

The Big Relay.

You have probably heard something of the relay ride from Sarnia to Montreal, a distance of 551½ miles. At the annual meeting of the Canadian Wheelmen's Association held in this city on Good Friday last the idea of holding such a ride was put forth and received with great favor. It was first intended that the ride should be held under the auspices of the Canadian Century Road Club, but this was afterward abandoned and the matter was enthusiastically taken up by the *Mail* and all the details most satisfactorily arranged. The couriers left Sarnia at 4 o'clock last Friday morning and arrived at Montreal at 1:26:38 p. m. on the afternoon of Saturday last. One hundred and ten riders were engaged and the average time was over sixteen miles per hour, truly a remarkable performance and one which will go a long way toward exploding the idea that the bicycle is a toy.

The relay riders reached Toronto at about 3 o'clock on Friday afternoon, and Lord Aberdeen, governor-general of Canada, and Hon. Geo. A. Kirkpatrick, lieutenant-governor, sent greetings by the couriers to Montreal. The Canadian champion, Will Hyslop, and the well-known American crack, John S. Johnson, conveyed the message through Toronto on a tandem. A countryman who observed their performance was under the impression that it was a "dead heat" between the two riders.

The Wanderers' Meet.

On Saturday last the beautiful grounds at Rosedale, one of Toronto's most lovely suburbs, were crowded with nearly four thousand spectators to witness the big bicycle meet held by one of the popular city clubs, the Wanderers. The races were under the patronage of the lieutenant-governor and Mrs. Kirkpatrick who were present. Considerable interest was manifested in this meet, as it was the occasion of the opening of the new Rosedale track, which has just been constructed at a large cost, and from the most improved architect's designs, and it was expected that very fast time would be made. The spectators were somewhat disappointed in this respect, however, as no records were broken; or even trifled with. Will Hyslop, the Canadian champion, won in the quarter-mile and mile, as was expected. J. E. Doane, of the Athenæum Cycling Club, won the mile 2:50 class in 2:41, against a large field. Harley Davidson, of the Royal Canadian Bicycle Club, who gave such a good account of himself in the Martin road race, won the half-mile open, beating out Hyslop. Time, 1:08, which was not extraordinary.

The team race was won by the Athenæum Cycling Club with a number of points to its credit. Harry McKellar and L. D. Robertson also raced in good form. The absence of Marshall Wells, the well-known Canadian racer, who has been recently training in Syracuse was regretted.

One of the Biggest Bicycle Tours Ever Organized

will be that of Dr. Doolittle's from Port Hope to Kingston on the 30th inst. Nearly three hundred have already entered their names, including a number of American riders. The route is from Port Hope to Kingston, leaving the former place at 5:45 on Saturday morning, arriving in Kingston at 8:45 p. m. Saturday evening, where a banquet will be tendered. On Sunday morning a special steamer will take the party to Montreal. No doubt the trip will be very successful as Dr. Doolittle's reputation as an organizer is such as to warrant this belief.

Lumsden Becomes a Ramblerite.

A E. Lumsden, the Chicago flyer, has left the Pope Mfg. Co.'s employ to become a member of the Rambler team. Lumsden is regaining his old speed, and it is thought that he will make a good showing on the track this year. Last week he rode a mile on the Chicago track in 2:10½ and was not extended to his utmost.

Bliss, Githens, and Lumsden, who now compose the Rambler team, are now training at Crown Point, Ind. They will not race until July 4.

In the Great ...Irvington-Milburn Race...

Of May 30, 1894,

Ten bicycles were donated by as many leading manufacturers to be offered as prizes, the winner of first place to take his choice.

Mr. A. H. Barnett, the Winner, chose a Columbia,

although he rode another wheel in the race. Now why do you suppose he selected a Columbia out of this great list of wheels?

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Workmanship and Material=The BEST
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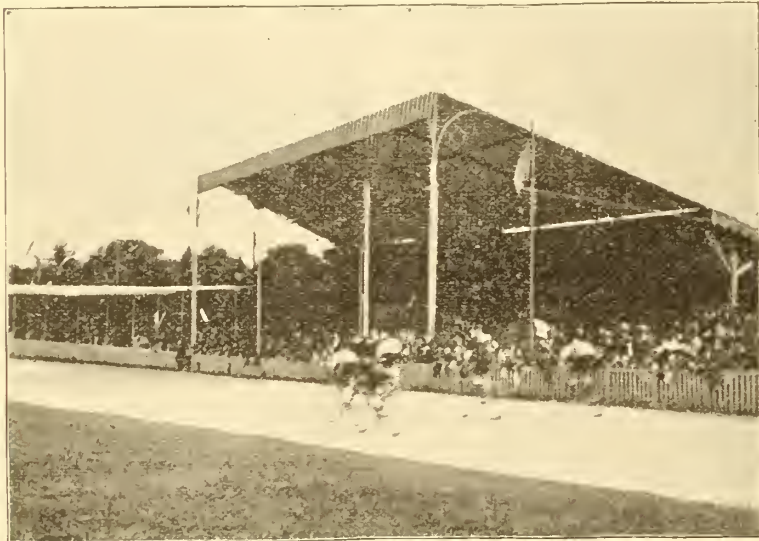
FOULED BY MEDINGER.

The Ancient Frenchman Runs Harry Wheeler to the Top of the Bank—An Actresses' Road Race.

PARIS, June 7.—While Arthur Agonistic Zimmerman is engaged in the slow process of "getting fit," his brother luminary, George Amateur Banker, is winning races. To be sure, the prizes Banker receives are "objects of art," which may be very hard to negotiate when he decides not to play amateur any longer, but he is being sprinkled with glory showers, and is at present quite a big man about the Buffalo track. He has just won another race of the amateurs, which nets him two firsts and a second out of three. Carlier, his arch enemy, has been close in the going each time, although in the last instance Nelson, the Springfield suppliant at the court of the N. C. U., and who "has not got that license yet," finished next to Banker and a few inches ahead of Carlier, after coming from a bad position.

Banker Took the Pole

"at his own risk," as L. A. W. phraseology would have it, and in the swing around the last turn he ran Nelson pretty wide. There was chance for an



Banker winning his first race abroad.

argument, but Nelson did not press any claim. Banker's "shoulder motion" is the subject of universal comment.

The race mentioned was a 2,000-meter affair in five heats and a final. Nelson won the first, doing the one and a quarter miles in 3:21¹/₂—last lap (364 yards) in :28³/₄. Banker took the next in 3:42, with the final lap in the excellent time of :25. Barrizowsky, a Pole, who sits erect when he rides, won the third; Carlier the fourth, and Delamontagne the fifth. The final was run in 3:27¹/₂—:26 for last lap.

The Most Important Race of the Afternoon

was the match of 2,000 meters for 750 francs between Edwards, the English pro, and Louvet, the most beloved of the Frenchmen. Edwards defeated Louvet in the first two out of three races with much greater ease than he disposed of Medinger ten days ago. As are all match contests it was a loaf in both heats. Edwards was tipped to beat Louvet "with his head," but the results would indicate that he accomplished the act by means both of his head and his legs. Louvet followed in the first, but led in the second. The margin at the finish of the first was about two lengths, and in the second not over half a length.

Edwards is making things very interesting for the Frenchmen and says that as long as the game is so good he will stay in Paris. He is looking for more matches, and Barden is said to be anxious to try his luck against him. As Edwards is now on the top wave and "doing well," those who are not winning very often say he has the "big head," and that they would like to see some one take him down a peg or two. Edwards is serenely content, wears tailor-made clothes and a silk tile and, as far as he impresses the observer, he is ready to be taken down a peg or two any time it suits other riders' convenience.

In spite of Louvet's defeats his admirers declare that before the season is half gone he will be superior to all the other natives. He is not thought to have entirely recovered from the effects of a severe illness that kept him bedfast during part of the winter.

Hermet, the man who was heralded at the beginning of the year as a coming champion, rides occasionally and generally comes in last.

The race meet of the Dramatic Artists at the Buffalo track, May 31, netted, besides the victory of M. Numa, of the Nouveau theater, a winning each for Harry Wheeler and George Banker, of America. Wheeler scooped in 150 francs for his prize, while Banker, yet an amateur, received some special object of art or a medal. It was an event of more than ordinary importance for Banker, as it was

His First Victory in France.

The Sunday previous he had ridden rather poorly and under unfavorable conditions, and he was anxious to set himself right in the eyes of the French

public. So anxious was he to finish first and beat Carlier, by whom he was previously beaten, that he nearly pulled his handle-bars off in a final effort of desperation. But George had won a race and he was pretty well satisfied, as was the populace, which shouted "Bravo, Bankay!" with unmistakable warmth. "Bankay" will not turn pro for a few days, or possibly weeks, yet. There are some more amateur races on the list for the near future, and they will make good training and tolerably safe risks. George weighs over one hundred and seventy pounds (68 kilos.) and in his training takes on a scarlet complexion. It had been arranged that Banker was to ride the same make of machine as Zim's, but some hitch came into the proceedings and he is now mounted on "the kind all lines are built after."

The special five-kilometer (three-mile) race, in which Wheeler, Medinger, Baras, the Farmans, and other contestants to the number of *twenty-one* started, proved a very sensational affair, and resulted in the suspension from the Buffalo for three meetings of Medinger.

Wheeler Had the Race

in his grasp, and would undoubtedly have finished first by a good margin, but the "wonderful" Medinger, who led into the homestretch, ran him wide until he had to slacken because of the fence, while he dared not cut inside for fear of bringing down the field in a heap. Medinger knew he could successfully perform the trick, and Wheeler showed a lack of wisdom in getting into such a position. As a last resort he turned in behind Medinger and away from the fence, and even then crossed the tape within a foot of Medinger. There were loud cries of foul, and Medinger's blood was sought, not only by the intimate friends of the American, but by the two or three thousand people who were present.

DePerrodil, one of the judges, is quoted as having at first demurred against disqualifying Medinger because, as he said, "Medinger was a good friend of his." The pressure was too great, however, and the old Percheron warhorse was declared distanced.

For the offense of having endangered the lives of twenty men he received the rather mild sentence of being compelled to keep off Buffalo track for three meetings. This recent escapade of Medinger's recalls the fact that late last season he was given a six months' exile from the Seine track and, if the decrees are carried out, he will be ineligible for racing in Paris for some time to come.

Medinger is credited with a disposition to "kick" whenever beaten—as he did in his match with Edwards—and playing the sharp game on his competitors whenever he can. "The older he gets the trickier he gets," remarked a bystander after the recent embroglio. Wheeler and Medinger nearly came to blows while coming across the field, and Harry Trainer Rue was in for giving the Frenchman some fisticuffs. Rue probably did not recollect that Medinger once successfully assailed the visage of Charron. The amount of money at stake for first place was 150 francs, and the amount



Start of the actresses' race.

of "honor" probably several thousands. Perched high on the fence by the stables,

Zimmerman Yelled Like a Demon

at the injustice being done his Achates Harry in the stretch, and dropped the significant remark, "Wait till he tries that on me; I've already given one or two what they deserve on the track."

The race of the artists brought out representatives from the leading comedy and opera theaters of Paris, besides filling the boxes with handsome women in summer costumes. Mme. Bernhardt, the great, was expected, but failed to appear. Coquelin, cadet, brother of the Coquelin familiar to Americans, officiated as starter, and created plenty of amusement. The actors who competed in the race were attired in the colors and designs of the particular theater, or branch of dramatic art, to which they belonged—some of the Comedie Francaise, others of the Montparnasse, the Gaite, etc., etc. M. Numa, of the Nouveau theater, won the race, with the

Renaissance and Gaite riders second and third, respectively. The first prize was very acceptable, in the shape of a tandem "bike," and from second to sixth the awards ranged from a bicycle to a basket of champagne.

A match race of one mile, between Girardin, a local affluant who is somewhat given to "pothunting," and Max, the Viennese, who holds the championship of Austria. Max "lost" Girardin in the run home and scooped in 500 francs for his few minutes' work.

Tuesday, June 6, the theatrical artists and artistes held their road race. A great throng of fashionable ones went by carriage, bicycle, or horseback to the cascade in the Bois de Boulogne, near the race course of Longchamps, where the start and finish were located. The actors rode twenty-five kilometers, and the actresses sixteen kilometers. The scene at the rendezvous was indeed a picture, as the bright sun fell upon the grouping of many colors. The "profession," as it always does, drew a fine-looking crowd, and the photographers, professional and amateur, were a host in themselves. Numa, who won at the velodrome, again came to the front. He was followed by Fordyce, of the Palais Royal. The main interest, however, was centered in

The Race of the Actresses.

There were no less than twenty-six entries, of which there were eighteen starters, and the way they covered the ten miles would make the average male rider open his eyes. Their racing costumes consisted, in most instances, of white-wool sweaters, with knee trousers, the usual fullness of which was absent. Pacemakers were permitted, and the riders, especially the first three to finish, were surrounded by courtly attendants and clouds of dust.



Catford Club's sixty-mile handicap.

Mlle. Dupre, of the Opera, was the first to arrive. When the light blue of her blouse hove in sight between the lines of spectators it seemed that nearly all Paris shouted. A "real prince" acted as master of ceremonies, and M. Jean Lasalle, the great baritone, was starter. Following Mlle. Dupre, came Mlle. Solange, of the Menus-Plaisirs; Alice Bertin, of the Gaite;

Emma Bonnet, of the Palais Royal; Daguin, of the Nouveautes; Berthe Sirede, of the Opera, and Legat, of the Comedie Francaise. The prizes ranged from tandem bicycles to cigarettes.

Wheeler's chances in the English professional championships at Birmingham, June 9, are to be challenged by Harris, James, Schofield, and probably Edwards, although the latter pretends he may not go. Edwards thinks Wheeler's prospects good, with Harris a possibility should he be got in shape.

Lehr, the big German champion, will probably be found among the new crop of amateurs when the gong sounds, and the fact that he has ridden in many races, and lost none this season, makes him a very great possibility in the guessing.

Wheeler, Medinger, and Barden were at Vichy for the races Sunday, June 4, but the natives knew the many "corners" of the alleged race track too well, and the visitors came home empty-handed.

Waller was to ride in a road race near St. Germain, but at the last moment, after "Germany" had taken his mark, the event was called off because of no prizes. "I goes und trevvels about thirty keelomeeters for nodding," said Frank; "I bet I make dot feller pay me de demmages."

Waller Plays the Races.

Waller recently related his experience at the horse races: "I teenk I em de lookiest feller alive; I goes oudt to Longchaunks und plays some fool horse I never heardt ofe before, und weens 83 francs." After being congratulated on his good luck, he resumed "—und den I goes and plays de next race und I loose 62 francs."

The Paris branch of the Catford (London) club held a six-mile road race near the forest of St. Germain, the winner being young Lamplugh, of saddle manufacture fame. It was a sealed handicap, and the first man to cross the tape was Harvey. A. G. Roux, Parisian, and ex-Chicagoan, was third by a close margin.

J. M. ERWIN.

SPRINGFIELD'S BIG ROAD RACE.

SPRINGFIELD, MASS., June 17.—The Massasoit road race last Wednesday was the opening of the racing season here. For weeks before it occurred it was talked of and commented upon and looked forward to with great interest, whether the particular individual was a wheelman or not. The interest can be judged when it is known that fully ten thousand people gathered at Forest Park, the start and finish, and five thousand more were scattered along the route. Men, women and children turned out by scores and hundreds and manifested their interest in wheelmen and wheeling, by doing the most they could—attending by thousands.

The weather was perfect, but had been too dry for several days previous to have the course in the best condition. The route selected was a fraction over seventeen miles, and about five of that was through sand which would appall the stoutest wheelman. A light rain would have made the course in exceptionally fine shape if it had fallen the night before the race.

The entry list contained ninety-six names and eighty-eight started. Seventy-three of the eighty-eight held out to the end and crossed the tape again, evidence of an exceedingly plucky crowd. Some were in a rather worn condition, but they were game.

It was about 6 o'clock in the afternoon when the two limit men were given the signal, and in about an hour they rolled across the tape home. The time winner, F. A. Landry, made the seventeen miles in 49:32½, good time, considering the condition of the roads. The following list gives the names, handicaps, and time of the forty prize winners:

ORDER OF FINISH.	HDCP.	TIME.	ORDER OF FINISH.	HDCP.	TIME.
1 A. Ostiguy.....	5:00	52:42	21 C. S. Haynes.....	1:30	51:33
2 G. A. McEdwards.....	3:30	51:16	22 C. N. Mitchell.....	1:00	51:00
3 E. Bernatchez.....	3:30	52:13	23 John Sherman.....	2:00	52:21
4 H. H. Greye.....	5:00	53:41	24 W. F. Wilbur.....	2:30	53:09
5 W. Parrish.....	3:30	52:18	25 C. Duckworth.....	3:30	54:13
6 F. J. Walker.....	1:00	49:51	26 G. D. Collins.....	6:30	57:41
7 C. Rueda.....	2:00	50:52	27 F. E. Battey.....	3:30	52:01
8 E. H. Moody.....	4:30	53:25	28 D. A. Hall.....	1:30	53:03
9 Jacob Ewig, Jr.....	1:30	50:31	29 Harry King.....	2:30	51:04
10 John Hosmer.....	3:00	52:02	30 R. C. Gardiner.....	1:30	53:05
11 S. Russell.....	4:00	52:22	31 Alick Cronin.....	4:00	55:12
12 W. A. Haire.....	3:00	52:23	32 D. H. Graves.....	4:30	53:03
13 W. A. Kugg.....	7:00	56:25	33 C. Huettner.....	2:00	54:00
14 G. E. Bates.....	4:30	54:02	34 F. P. Warner.....	3:30	55:33
15 F. A. Landry.....	scratch	49:32½	35 R. B. Chamberlain.....	1:30	53:36
16 F. B. Stow.....	scratch	49:40	36 F. E. Gram.....	1:00	53:37
17 T. H. Foulds.....	1:00	50:41	37 G. Prouty.....	3:30	56:10
18 H. A. Hart.....	3:30	53:12	38 W. H. Pierce.....	2:30	55:10½
19 W. H. Haskins.....	1:30	51:13	39 T. E. Ridgway.....	6:30	59:11
20 F. W. Cleveland.....	1:00	50:48	40 C. C. B. Carlton.....	1:30	54:12

The only thing to mar the success of the race was a misunderstanding on the part of two of the riders who rode on the side of the road for a short distance. They were disqualified by the racing committee. One of them would have been awarded the first time prize had he kept off the side path, as he covered the distance in 49:23. He protested, but the committee did not think it would be fair to admit his claim and he was disqualified. The other man is a new rider and frankly said that he went onto one of the side paths thoughtlessly, rode on it about a dozen yards and left it as soon as he thought. He didn't ask to be placed.

Massachusetts Road Improvement.

Through a mistaken and parsimonious policy on the part of the finance committee of the city government this city has lost its opportunity for the permanent improvement of its streets this year.

The committee cut the appropriation over \$30,000, omitting all recommendations for a special sum for permanent improvement, as has always been done heretofore. This was done, too, against the emphatic protest of the people and against the wishes and desires of every wheelman and horseman in and about the city. Usually from \$10,000 to \$20,000 have been appropriated to be used in extending permanent improvements. This year that was cut out and the \$20,000 expended for charity last winter also cut out. It leaves the street department seriously crippled, and streets upon which permanent work was begun last winter will have to go over another year because there is no money to complete the work.

W. L. Dickinson, the superintendent of streets, is a broad-gauge good roads man, vice-president of the Massachusetts State Highway Association, and thoroughly equipped for his work. But the finance committee would not listen to his statements and

Persisted in Cutting Appropriations

to the limit required by some political deals which are on foot. Now, when the city is making up later for some of this faulty work the people will wish Mr. Dickinson's advice had been taken. It is only a question of time, however, when all these things will be carried out.

If the city officials have mingled politics with their action the wheelmen are going to do so even more. Already the agitation of combination for the nomination and election of officials next fall favorable to street improvement is under discussion. It hasn't progressed very far yet, but it gradually assumes shape from day to day and goes on increasing its adherents. It will surely accomplish its purpose at the next city convention.

The five hundred to six hundred Westfield wheelmen are concerned over the bill just passed by the Massachusetts representatives forbidding sidewalk riding under penalty of a \$20 fine. One clause compels the use of a continuous sounding automatic alarm while the wheels are in motion which would make every street a perfect pandemonium. The bill is so broad that it covers everything propelled by hand or by persons riding the same, and therefore includes children's carriages and wheelbarrows. How nice it will be to have continuous alarms on baby cabs and wheelbarrows. The main features of the bill are satisfactory; but Westfield is a wheelmen's paradise because the citizens voted in town meeting to permit wheelmen to use the thirty miles or more of concrete walks if they wished. They think if the town votes it the state has no right to cut it off.

The bill at this writing is before the senate and may get killed. If it can't be Westfield people expect the addition of a local option clause permitting towns and cities to do as they please in such matters.

The Massachusetts State Highway Commission has surveyed

The Proposed New State Highway

from here to Huntington and will begin work upon it as soon as the appropriation is made. A bill authorizing the appropriation of \$150,000 has been introduced and will pass, it is thought. If it does, Massachusetts will have a good piece of road through a mountainous country, considered the worst in the state. It will be an Eden for wheelmen because no grade will be over 7 per cent and it will be macadamized and made perfectly smooth and solid.

HARRIS THE CHAMPION "PRO."

He Wins the One-Mile Professional Championship, Wheeler Being Third—Results of the Championships.

LONDON, June 9.—A. W. Harris has proved himself to be the professional champion. He has had the N. C. U. hall mark stamped on him, and if that goes for anything he is the king. Wheeler was expected to give Harris a close rub in the race, and would have done so had it not been for an accident.

The race was run today at the Aston lower grounds, and over twelve thousand people came to see the races. The weather was mild, with very little wind, and a leaden sky threatened to discharge a downpour at any moment. The track at Aston is a well banked, smooth, red ballast surface, and is four laps to the mile. Throughout the afternoon there were numerous outbursts of indignation, jeers, and hooting. The Union officials had a very unpleasant time, and a riot would have caused no surprise at any time. The howling of the crowd during the second round of the mile, because Jaap Eden started and was prevented from riding, was most weird. The trees and the roofs commanding the ground were fully occupied by men and boys. Eden started behind the mark in the fourth heat against the orders of the officials. He sprinted splendidly and won by many yards. Although not qualified in the second round, being forbidden to ride by the officials, he insisted on starting in the final. It was evident that

A Riot Would Have Occurred

had he been prevented. After a crawl, Eden lying third, he sprinted one and a quarter laps, and was only beaten by the winner, Petersen, by a yard, amid a scene of intense excitement.

The one-mile professional championship was the most important race on the programme. The crowd was worked up to a high pitch of excitement when the event was called. Harris won the first heat, beating Schofield by six inches, Herbert being third. Time, 2:46½. Harry Wheeler won the second heat, defeating Edwards by a wheel's length. In the final Schofield's usual bad luck followed him and he fell, when near the finish. The fall caused Wheeler and Edwards to slacken their speed and Harris got so far ahead that they could not catch him. Edwards who was the first to recover beat Wheeler out for second place.

Some Fast Times Were Made

in the five-mile championship. The first heat was won by J. H. Odom in 12:16½. H. O'Neill, of Ireland, won the second in 12:06½. W. Henie, the Norwegian, won the third in 11:50½. Jaap Eden started in this heat unofficially and beat Henie by a length, all the other competitors having given up. A. J. Watson got the fourth heat in 12:04½. The fifth heat was captured by J. Green in 11:56. In the sixth heat there was a bad smash, one of the fallen riders—S. Downing—being badly cut up. Kenna won in 14:33¾. The final was the hottest kind of a race, the pace being terrible right from the start. O'Neill and Henie were soon dropped, and soon after Odom was compelled to let go of the leaders. J. Green won the race in 11:40; A. J. Watson was second and Odom third.

Again has a foreigner carried away the blue ribbon of the English path—the mile championship. This time an American was not fortunate enough to be allowed to compete, and

A Dane Walked Off With the Prize.

There were fifty entries and forty-three starters. C. I. Petersen, of Copenhagen. C. Platt Betts and A. Osborne qualified for the final, which was won by Petersen; Betts being second and Osborne third. Time, 3:00.

The one-mile international team race was won by Ireland, with a score of twelve points against England's eight.

Yesterday afternoon the London party of councillors, racing men and the press left Euston in a saloon. In Birmingham elaborate arrangements for the reception of visitors had been made. An artistic programme on rough paper and a gilt-enameled button badge were presented to the arrivals. A reception room at the Great Western Hotel was at the disposal of the visitors and this (Saturday) morning parties were taken in brakes to visit several works—Perry's, the Jointless Rim, Ltd., and others. The greatest hospitality and good feeling prevailed, notwithstanding the friction between Birmingham and London over the licensing.

Last night about forty attended the council meeting of the Union at Birmingham. On Dr. Turner's motion it was carried that Rule 17 of the professional rules be deleted. Originally, a recommendation merely, this rule ran: "The N. C. U. shall hold at least one championship in each year, open to all riders licensed by them, without the amateur losing his status." On Sturmeys motion Rule 18, relating to the prize limits in professional races, was also deleted. Henceforth there will be no limit to the value or the number of professional prizes.

J. Blair's motion—"That no claim to record shall be adjudicated upon, unless made at an open race meeting under N. C. U. rules"—was carried after a brisk debate. There was much other business discussed, some motions being lost and others being of no interest to your readers. The sitting lasted four hours.

E. A. Nelson Has Been Refused a License

by the appeal committee before whom his case came up last Wednesday. With reference to the temperate leading article in *THE BEARINGS* on Nelson's case, I can only say that in my opinion Nelson might have obtained a license if he had felt disposed to place fuller information relating to his private affairs before the Union. It is unfortunate that the present condi-

tion of the sport should render necessary such minute investigation, especially in the case of a visitor from another country, but the fact remains that experience proves the necessity, and any man who desires to race as an amateur in England must be prepared to fully expose his affairs, in confidence, to the committee appointed to deal with his case. Nelson would not or could not do this, with the result stated.

August Lehr, who arrived in England early this week, has been refused a license by the trade licensing committee. This body had to deal with his application as he is connected with the cycle trade in Frankfort, Germany. M. Lurion, another German visitor, entered for the championships, belonging to the Radfahrer-Union Vorwärts (Vienna) has also been refused a license. So has Jaap Eden, the speedy Dutchman of the Kettinggangers C. C., Haarlem.

The Latest Phase of the Licensing Question

consists in the offer of conditional licenses to a number of racing men in the trade who have been holding temporary licenses for some time past, pending the final decision upon their applications. F. J. Osmond has been offered one of these licenses and has declined it. The form of acceptance to be signed by the rider runs: "I hereby agree that the license to be issued to me—shall be at once revoked in the event of any record, win or performance made or done by me, being advertised whether with or without my consent, and whether by me or by any maker of a cycle, tire, part, or accessory of a cycle, or by any other person whatsoever."

This action on the part of the Union has caused a considerable flutter among the racing men affected, and last night a meeting of the racing men down at Birmingham for the N. C. U. championships was held at the Cobden Hotel. A round robin was signed demanding of the general committee the issue of a certain rider's license which had been withdrawn and threatening in the event of refusal the signatories would abstain from riding in the events this afternoon. An announcement of this step soon reached the ears of C. F. Hill, the secretary of the Birmingham championship meeting, who communicated the facts of the council then sitting. The meeting promptly

Decided to Cancel the Licenses

of the signatories in the event of their holding to their threat, the course adopted by the racing men being a repetition of what occurred at the Newcastle championship meeting last June, when the refusal of a license to Vogt was the cause of the trouble.

This morning, however, when a deputation of racing men waited upon the Union officials at their hotel, their demand resolved itself into the reconsideration of the licensing scheme as a whole by a council meeting to be called by the general committee for an early date. To this request the Union officials assented, signing an agreement to that effect. This evening after the dinner, which follows the championships, there will be a meeting of racing men held at the Cobden Hotel to form a Racing Cyclists' Association with influential support. This body will urge for the abolition of the present licensing scheme and endeavor to secure a broader and more generous system of legislation. Like a trade union it will call upon the racing men belonging to it to strike if it should be thought necessary. The committee of the movement *protem*, consists of F. P. Wood, Scheltema Beduin, A. C. Hills, McKenzie, and Sisley. It is stated that the conditional license, referred to above, was the direct cause of the present crisis.

A writer on your side recently ascribed masculinity to "Violet Lorne" of *Bicycling News*, whom he suspected of using a twopenny brier pipe, and cocking his feet on the table. Those who know Miss Lillias Campbell Davidson may find it difficult to see where the joke comes in. "Violet," who has written for the cycling press for some years past and is not unknown as a writer of light fiction, is tall and over thirty. Although not a beauty, her features and deportment are refined and pleasing, while her gracious manner admirably fits her for her presidential position in the Ladies' Cycling Association. Those who meet her for the first time are invariably charmed and I have heard her praises sung even by members of her own sex. Living in comparative seclusion near the New Forest in Hampshire, "Violet Lorne" is seldom seen in London, but her unerring good taste as a writer, has won for her legions of friends throughout English cycling circles.

Today the Cyclists' clubhouse, at Queen Anne's Gate, Westminster, closes its doors. For months past it has been the resort of a little clique of private friends who have dipped deeply into their pockets to maintain it. Given a club more central in situation there is reason to suppose it might be made a success but the Cyclists' Club has been handicapped from the outset by its southwestern position.

The Eclipse Team.

A bomb exploded in the Stearns camp at Syracuse last week, when C. Arthur Benjamin joined the Eclipse racing team. Benjamin is of the firm of Benjamin & Andrews, local Syracuse agents for the Stearns, Phoenix, and other wheels. He is a good rider. C. E. Houk is forming the team and has secured W. F. Murphy. Murphy's dog, Napoleon, is also a member, and one manufacturer looks with envious eyes at the good advertising lost. Marshall Wells, the Canadian, may also join this team, and it is currently rumored that John Gardnier, a Yellow Fellow, heretofore, will do likewise. Manager Houk also has his eagle eye on a couple of the leading men in Class A. The Eclipse team will not include George Taylor. This was settled authoritatively last week. The team, when completed, will make the entire national circuit. The east, where the wheel is being very actively pushed, will be the main point of attack.

PROVED THEIR WORTH.

**Denver Cycle-Corps Show How Valuable the Wheel is in the Army
—The Return From Cripple Creek.**

DENVER, COLO., June 18.—Last Friday evening twenty-two dirty, bewhiskered, disreputable looking blue-coated young men alighted from a Denver and Rio Grande train at the Union Depot, amid the lusty cheering and club whistles of a score of fellow-wheelmen. These young gentlemen were members of the cycle corps returned from a bloodless war with striking miners and lawless deputies at Cripple Creek, and the appearance presented by these youthful soldiers as they received the hearty congratulations of their anxious comrades was such as would put to shame the toughest band of Coxeyites that ever took up their march for Washington. But these men furnished an object lesson which will not soon be forgotten by the 800 members of the Colorado National Guard who did duty during this trying time.

The cycle corps led the army on all occasions; they were the men selected during the entire campaign for especially hazardous or difficult work; when they were needed they were never found wanting, and when a rough and imposing mountain peak was to be scaled, these hardy wheelmen, prepared for the work by long indulgence in the grandest of outdoor sports, were the first to reach the summit, and with less fatigue than any other members of the company.

The use of the bicycle as a military adjunct was proved to be of the utmost importance, and the brave front displayed by these men in the face of actual danger was such as to call forth from the general in command the warmest praise. Although the war was a bloodless one, the men were repeatedly placed in positions where a fight seemed inevitable and it is due entirely to the remarkable judgment, bravery, and coolness of General Brooks that many homes are not today mourning the loss of loved ones.

The Highlands Wheel Club held a successful tournament at the Denver Athletic Club Park on the 16th. About one thousand five hundred people witnessed and thoroughly enjoyed the races which were interesting from start to finish. Three state records were broken; the mile by J. C. Feebles in 2:41½, the half-mile by Robert Gerwing in 1:08, and the five-mile by the invincible Hamilton in 13:09, beating the previous record by 21 seconds.

QUAKER CITY'S BEATEN.

PHILADELPHIA, June 17.—There was sadness at the clubhouse of the Quaker City Wheelmen last night. It all grew out of their ambition to run the local championship, and of their failure to do so on the Montgomery avenue course. For some time there has been considerable discussion as to the supremacy of the various teams, and in order to settle this the Quaker City men challenged the other teams for five-mile contests. Several teams at once accepted, but as the West Philadelphia team was the first to shy its castor into the ring it was given the preference.

Four o'clock yesterday afternoon was selected as the time, and over a thousand cyclers, representatives of every cycling club in the city, were present. Six men were selected from each club, and every one of them had a reputation as road riders, numbering among them such men as Mark Meredith, John Heishley, and Phil A. Anderson, of the West Philadelphia Cyclers, and R. Parker Rich, Frank N. Dampman, and R. H. Thompson, of the Quakers. It was 4:25 before the men got off, and they started in to do the work in rattling style. They had not proceeded far when an accident occurred. Dampman and Martin were riding close together, and the former lost the control of his wheel and ran into the West Philadelphian. Both men fell, but neither was injured beyond a few scratches. It was a serious accident, however, to the Quakers, as Dampman is considered one of their best men. Then to make matters worse Rich was practically out of it a short distance from the start, as his wheel got out of order. After these little annoyances had been removed everybody was swiftly moving on his way to the Black Horse Hotel. Mark Meredith, of the West Philadelphia team, was the first to cross the line, coming in 13:10. Heishley came next; then Thompson, Dampman, and Pollock of the Quakers. The others followed shortly afterward, the score by points being West Philadelphia, 44; Quaker City, 34. In view of the accidents that befell them the Quakers at once issued another challenge to race with their rivals, and it will be run off on a date to be decided upon this week.

The Turner Cyclers went out to the Montgomery avenue course yesterday, to contest in their annual road race. There were about twenty contestants for the honors. The length of the course was five miles, from Bryn Maur to the Black Horse Hotel, all riders who finished within 16 minutes to receive an emblem. The race was a lively contest from start to finish between Frank Boyd, Henry Swartz, and Leo Jones, the riders keeping together the greater part of the distance. When within sight of the Black Horse Hotel Boyd pulled ahead and won in the fast time of 12:30, with Swartz, second, and Jones, third. Schenker and Giulfost finished within the 16-minute limit.

DOUBT DODSON'S RECORD.

ST. LOUIS, June 18.—H. L. Dodson's alleged record over the De Soto road is creating quite a rumpus in this neck of the woods. Every body would like to see Dodson make another attempt, under circumstances which would prevent the slightest doubt being cast on its correctness. The various clubs would lend all the assistance in their power, and the gentleman

is at liberty to use a four speed gear if he so desires, and "Bob" Holm will let him have the use of one of the brewery teams to help him up the big hills. The club members disclaim all knowledge of the record or of the start being made from the South Side clubhouse (which was not the proper starting place anyway, as the previous records had been made with the Cycling Club quarters as the starting point, over a mile farther north), and the janitor, who is there all the time, said that he had no knowledge of any start being made from there.

Not many years ago an attempt was made to "fake" a record over this course, with the result that the would-be record holder had to "crawl," and that should have been a lesson to future aspirants to have their attempts properly timed and judged. A cordial invitation is extended by St. Louis riders to Dodson, and any other riders who long for honors over this course, to come and have a try. Every courtesy and assistance will be extended to them in their efforts.

The summer games of the Pastime Athletic Club, which were to have been held last Saturday, were postponed until June 23, as the threatening weather prevented a large attendance. It was postponed at the last moment, and the short notice was hardly fair to the hundred or so of people who had traveled over seven miles to get this information. The Pastimes have had hard luck with their meets this season, as the weather has been unfavorable on both occasions. They are working hard to boom cycling and athletics and deserve better success. Their third of a mile track is a beauty and is bringing out flyers with a vengeance. Riders, who felt proud if they could do their mile in 2:40, after a few weeks' training on this track, reel off miles in 2:25 and 2:26. The training quarters are also conveniently and comfortably arranged, and the one and only fault to be found is that it is so far out, and reached by only one line of cars.

The ninth annual meet of the Missouri division at Springfield, Mo., on July 3 and 4, promises to be the banner meet in the history of the division. Entertainment without stint is offered to the visitors, and the racing talent will be well looked after, as the prize list aggregates over \$1,700 in value, and consists principally of diamonds and bicycles. There will be six Class A races and five Class B races. Entry blanks are now out and can be obtained from Henry Schneider, secretary of the Springfield Cycling and Athletic Club, Springfield, Mo., under whose auspices the meet is being held. They have an excellent half mile track, which is very easily put in shape, and a new table of state records is one of the probable results of the meet. All the railroads have made special rates, and the outlook for a very large attendance is excellent.

Osgood and Diver Win.

WOODBURY, N. Y., June 16.—The annual spring meet of the Woodbury Wheelmen took place this afternoon in the presence of a good-sized crowd, many of whom were Philadelphians. The programme of eight events had numerous starters and all were warmly contested. Osgood, of the University of Pennsylvania, was an easy winner in the half-mile open and J. J. Diver, of the Bank Clerk's A. A. of this city, succeeded in capturing first prize in the quarter-mile open from a field of sixteen starters. The half-mile and one-mile races for the championship of Gloucester County were features of the day's sport, as was also the event for the ten-mile championship of Woodbury. The summaries:

One-mile novice.—Harry Creamer, Woodbury, first; Charles Stetson, Woodbury, second. Time, 2:54½.

Quarter-mile open.—J. J. Diver, first. Time, :35.

One-mile championship of Gloucester County.—W. W. Henderson, first. Time, 2:36½.

Half-mile open.—W. D. Osgood, W. of Pa., first. Time, 1:15½.

One-mile open.—C. W. Pierson, Vineland, first. Time, 2:38½.

Half-mile championship of Gloucester County.—W. Rulon, first. Time, 1:16¾.

Ten-mile championship of Woodbury.—W. W. Henderson, first; Harry Creamer, second. Time, 32:30.

Truax's Good Ride to New York.

Harry Truax, the boy baritone singer, made a plucky ride in 12 days 3 hours from Chicago to New York. He reached Cleveland in three days and after that was constantly sick at the stomach. Rain fell nearly every day. His longest day's ride was 135 miles from South Bend eastward. He will go into training and ride back for record. He is very confident that his chances for success are good. This was his first attempt at country riding of any length and he says that the thoughts of a man grinding, grinding all day are terrible.

Truax rode a Spalding fitted with Palmer tires and neither wheel nor tires gave him the least trouble. The tires were not pumped up once. Truax has been offered a position in New York city and it is so advantageous he may stay there and ride back in the fall. Last Sunday he sang at a wheelmen's special service in one of the local churches. He has a clear baritone voice of wonderful strength and is afraid long-distance riding will hurt it.

Taylor Will Join the Victor Team.

George Taylor will join the Victor team this week under Harry Leeming. This is a great surprise to his fellow competitors on the circuit, who had expected a jump, but hardly this way. Taylor was dissatisfied with his berth in the Stearns' stable. He claims to have lacked proper care. Taylor wanted a man to attend to him and star him. Tom Eck had Johnnie, and Tom and Johnnie are inseparable. There could be but one favorite in the Yellow Fellow family and it was very natural that Eck's favorite should be the boy he made, and who made him.

BALTIMOREANS WILL BECOME B MEN.

BALTIMORE, MD., June 18.—Baltimore's racing interests are shaken to their foundations. Recently letters have been received here from George Gideon, the Philadelphia member of the National Racing Board, in whose jurisdiction this city comes, in which he states in unmistakable language that all those who competed in the Decoration Day races of the Clifton Wheelmen in the half-mile open, half-mile handicap, two-mile handicap, or one mile against time—all these will go into Class B in double quick time; and, all because the prizes offered were slightly out of the rule covering that feature of Class A men. In addition to the local men this order will affect Clapp, Sims, and others, of Washington, in addition to several riders throughout Pennsylvania and in Wheeling, W. Va. The following is a list of those who will go into Class B if this ruling is not changed:

Competitors in half-mile handicap.—Wright Curtiss, Jr., Baltimore; Charles E. Gause, Washington Road Club; Joseph S. Knapp, Baltimore Cycle Club; C. B. Jack, Washington Wheel Club; Bayard Wrenn, Georgetown Cycle Club; C. L. Palmer, Washington Road Club; C. E. Wood, Washington Road Club; E. E. Clapp, Arlington Wheelmen; F. Y. Bartlett, Georgetown Cycle Club; J. A. Ostendorf, Baltimore Cycle Club; W. L. Eckhardt, Clifton Wheelmen; R. F. Bingham, Washington Road Club; W. T. Robertson, Washington Road Club; R. H. Carr, Jr., Baltimore Cycle Club.

Competitors in half-mile open.—Charles Spencer, Baltimore Cycle Club; E. E. Clapp, Arlington Wheelmen; S. Stutzman, Pennsylvania Wheelmen; W. L. Eckhardt, Clifton Wheelmen; W. L. Robertson, Washington Road Club; Clarence Knight, Baltimore; W. F. Sims, Swarthmore College; J. R. Kendrick, Jr., Philadelphia (Pa.) Wheel Club.

Competitors in two-mile handicap.—F. W. Hutchings, Arlington Wheelmen; S. Stutzman, Pennsylvania Wheelmen; C. W. Ronsaville, Washington Road Club; Howard A. French, Baltimore Cycle Club; W. Twilford, Y. M. C. A., Wheeling; C. E. Gause, Washington Road Club; B. Wrenn, Georgetown Cycle Club; E. C. Yeatman, Washington Road Club; F. A. L. Schade, Washington Road Club; W. W. Carr, Baltimore Cycle Club; W. F. Sims, Swarthmore College; L. S. Guy, Y. M. C. A., Wheeling.

Sims also went for a mile against time, for which he will also be held guilty of offense against Class A rules.

It so thoroughly covers the local field that but few here will be left in Class A. All day today this matter has been the burden of cycle talk. It will have the effect of bringing new Class A men into training here, as the prowess of the present local champions has probably acted as a damper for ambitious lesser lights. At the same time, it is conceded, that the local men are really outclassed in B in point of speed, though they are making some fast time.

The track of the Park Athletic Association whereon Baltimore races are being held is blooming like a rose. Everything about it bespeaks the nicest care. The surface is sand-papered, while the grounds, fences, and buildings look as neat as new pins in their fresh coats of whitewash. A new clubhouse is rapidly approaching completion, while the rubbing down quarters are in constant use.

WON BY PROTESTING.

NEW YORK, June 16.—The annual races of the Elizabeth Athletic Club Cyclers were held today at Waverly, N. J., on the half-mile trotting track, and were a success from every standpoint. The weather was all that could be desired for cycle racing. It was really "Riverside Day," inasmuch as their riders, Raymond MacDonald, George C. Smith, Fred Nagel, and "Teddy" Goodman, carried away very nearly all the prizes.

The general management was excellent, the track being clear at all times of every one, save competitors and officials. The track, which is sixty feet wide, was in perfect condition, having been rolled and scraped until it was as smooth and hard as the proverbial billiard table. All the favorite local riders were present, each with his crowd of admirers. The music was furnished by Drake's band, of Elizabeth, which discoursed popular airs to invigorate the riders in their efforts. In addition to the racing, a very clever exhibition of fancy riding was given by Prof. Ike Johnson, which deserved the tremendous applause it received. All the events were of the Class A order, no prize being worth over \$50.

Results:

One-mile novice, three heats and a final, thirty-six entries; final heat.—P. L. Coffin, first; Geo. Rice, second; H. F. Loehrs, third. Time, 2:38½.

One-mile open, final heat.—R. MacDonald, first; E. L. Blauvelt, second; Charles Brown, third. Time, 2:46½.

One-mile handicap, final heat.—F. E. Doup, first; I. N. Line, second; F. A. Nagel, third. Time, 2:07½.

Half-mile open, final heat.—Raymond MacDonald, first; Charles Brown, second; George C. Smith, third. Time, 1:14½.

Two-mile handicap.—T. F. Goodman, 100 yards, first; J. W. Davidson, 150 yards, second; A. N. Barnett, 70 yards, third. Time, 4:44½.

Half-mile handicap, final heat.—Nagel, first; Bettner, second; Hoppe, third. Time, 1:03½.

Two-mile team race.—Teams: Riverside Wheelmen, Boffinger, Goodman, and MacDonald; Elizabeth Wheelmen: Willis, Barnett, and Gilbert; Elizabeth Athletic Cyclers: Blauvelt, Brown, and Bettner. This proved the principal feature of the day. It seemed as if everybody protested everybody else. The Crescent Wheelmen, from Plainfield, intended to compete, but were told that if they did they would be protested. They failed to appear accordingly. Barnett and Willis, of the Elizabeth Wheel-

men, were protested by Brown, of the E. A. C. C., who claimed that both of the men lived outside the five-mile limit of their clubhouse, in accordance with L. A. W. rules. Raymond MacDonald, who is pretty near ripe to be called "Champion of Class A," led the bunch easily the first two laps, as he did, also, on the third, but Brown, of the E. A. C. C., claimed a foul on him for swerving on this lap, which the referee allowed. This gave the race to the Elizabeth Athletic Club; score, 9 points. It must have been a noble victory to the winners. After protesting everything in sight, they practically had nothing to beat. The Riversides were the only club which did not protest their opponents, simply because they were anxious to meet and defeat all comers. The final decision of the referee placed the teams as follows: E. A. C. C., first, 9 points; E. W., second, 4 points; R. W., third, 3 points. Time, 5:01½.

AMONG CLEVELAND RIDERS.

CLEVELAND, OHIO, June 18.—Captain Lindmueller and "Uncle Cy" Merrill, of the C. W. C., were to have started on Friday evening last, at the Glenville track to try to lower the 24-hour world's track record. At the last moment almost, their plans were spoiled, they being unable to secure the use of the track. The reason given for the refusal was that there are too many horses being worked there at present, there are many colts among the number, and it was thought better for the safety of both horses and riders to postpone the event until fall.

The veterans of the Cleveland Wheel Club are going to have a road race. It was to have been run next Saturday, but has been postponed until July 18, two days before the international circuit meet of the same club. To be eligible a rider must not have taken part in a race in the past three years. The course is to be to Wade Park and return, from the clubhouse, a distance of ten miles by the route laid out. No prizes will be solicited, but already fourteen have been donated by voluntary contribution. The following members have already entered: Geo. L. Rolston, W. F. Sayle, E. Wanstall, A. McNamara, Geo. Collister, J. H. Baritt, W. H. Gwinn, G. A. Boyer, Jas. Josephin, J. T. Ives, B. J. Hamm, J. F. Marshall, C. L. Schleman, W. J. Henley, J. T. Huntington, Otis Cook, W. G. Smith, Jos. Connelly, A. P. Titus, H. A. Likly, Chas. Leininger, W. H. Chubb, and A. G. Wilcox. No pacemaking will be allowed, and a large amount of fun is anticipated. The race will not be started until 6:30 p. m. to allow every one to enjoy the fun.

Upon the same afternoon a club run of the old Cleveland Bicycle Club will be called by Capt. Geo. Collister. This club has not been active for years, but has never disbanded. A number of the members are still in possession of their old ordinaries, and it is these riders who will respond to the call, dust the cobwebs from their old mounts and enjoy a reunion.

Cincinnati is now the watchword among League members. The state meet this year will be a hummer, and a large delegation is expected from this city.

The Lakeside team captured everything in sight at Pittsburg on Saturday last. The suspending of a large number of Pittsburg flyers from Class A made a picnic for our boys. They, too, will probably drop into Class B very soon. What a complication this will cause at the races of the Lakeside club on July 14. The club has promised not to run any Class B races, and by that time some of its team will surely be in that class.

The Ohio Relay.

BUCYRUS, OHIO, June 16.—The most successful event in bicycle circles in Ohio this season was the relay race on June 11 across the state from Sandusky city on Lake Erie to Portsmouth on the Ohio River. The route is almost a direct one, being as near straight as the topography of the country will admit, and is 214 miles over the various kinds of road which are to be found in Ohio. The race was run under the auspices of the newspapers along the route, the idea having originated with the *Evening Telegraph*, of Bucyrus, the race being arranged and largely managed by that paper. The other papers interested were the *Sandusky Register*, *Marion Star*, *Delaware Gazette*, *Columbus State Journal*, *Chillicothe Gazette*, and *Portsmouth Blade*. The race was happily devoid of serious accidents, only one being recorded, which took place at Marion where Abe Mack, a one-armed rider, volunteered to take a relay. In transferring the message he ran into a newly constructed sewer and was thrown heavily to the street. He remained unconscious several days, but is again able to be about. The riding time for the 214 miles was 12:18:00.

In the evening following the race an elegant banquet was tendered visiting cyclists by the Portsmouth Cycling Club, and a royal time was had.

Chicago Matinee Races.

C. W. Davis, of the Chicago Cycling Club, is rapidly regaining some of his old time form, as he clearly demonstrated last Saturday at the Chicago matinee races. He cleverly won the one-third mile, Class A, defeating E. W. Ballard. In the mile handicap he started from the 45-yard mark, and, paced by Thompson, caught the leaders two hundred yards from home, winning handily in 2:15. The three-mile lap race was won by C. V. Dasey. Summaries:

One-third mile scratch.—C. W. Davis, first; E. W. Ballard, second; B. C. Van Ness, third. Time, :44½.

One-mile handicap.—C. W. Davis, 45 yards, first; I. D. Wilson, 149 yards, second; B. C. Van Ness, 140 yards, third. Time, 2:15.

Three-mile lap race.—C. V. Dasey, nineteen points, first; G. E. Bicker, eighteen points, second; C. H. Peck, five points, third. Time, 8:10½.

THE FIRST AMATEUR BICYCLE CHAMPION.

It is strange how few men of the present time can even tell the name of the first to win the champion honors for cycling. Few think of going back further than the first championships promoted by the Bicycle Union in 1878. Had this been the initial foundation of the bicycle championships, it would have been a late beginning, as the sport had been established then for ten years; and Britons could never let a sport live for that time without giving its followers a chance to prove which was *the* best. As a matter of fact, the bicycle championship dates from 1871, and owes its origin to J. G. Chambers and the Amateur Athletic Club. The latter body was instituted in 1866, mainly composed of university men, and controlled the amateur athletic championships, prior to the establishment of the A. A. A. Seeing that bicycling was a growing sport, the A. A. C. instituted a four-mile bicycle championship. It was fixed for August 17, 1871, and nearly a score of entries were sent in, but the tail clause of the amateur definition knocked out all but three, and two of these started under protest. Whiting simply played with his men for the first two miles, in the last mile, which occupied 3:39, he squandered his field.

As one of the fastest riders who ever crossed a wheel, Whiting merits special notice. It is very doubtful if we have ever had a better—even at the present—either in England or abroad. At this distance of time, it is of course impossible to get exact comparison, but taking the line through Keith-Falconer, Copeland, Thuillet, and others, and his solitary position at scratch,

It Is Hard to Find a Faster Man.

Of course to those whose thoughts only run in a modern groove, and are therefore carried away by mere force of figures, the mile in time outside 3 minutes seems monumentally slow, but we have thrashed out the matter fully in these pages more than once before; with machines and tires some 40 seconds, and path quite 30 seconds slower than today, a big discount must be taken off, not only of Whiting's, but all times of the period.

H. P. Whiting was born at Paris in 1852, but received his education at Rugby, where he first distinguished himself as a crack rifle shot, and formed one of the Rugby team in the public school competitions at Wimbledon, where he proved so keen a shot that he held the "Wimbledon," "Baldwin," and "Bently" challenge cups. After leaving Rugby, he, in 1870, took a fancy to the new sport, and taught himself to ride a bicycle. It did not take long to acquire mastery, and at the end of the same year he started in his first race—held by the Islington A. C. at the Star grounds, Fulham. It was the only occasion he ever received a start. In the fifty-one races which followed he was, when it was a handicap, always at scratch, and alone there. He did not share the honors with others, but was unap-

proachable. In his thirty-two races he won twenty-six; was second five times, and once third. The latter was at Stoke-on-Trent where, having

Smashed His Machine,

in trying the track, he had to ride a strange one which did not suit. He won the race at Richmond Sports at the next meeting to that in which Keen had made his maiden appearance, and easily beat the same man—Frith, of Putney. Of course in those days there were comparatively few races, but Whiting had—as our brief summary shows—almost unbroken success. Unfortunately he played football in the winter of 1871-'72 and hurt his leg so much that he was unable to ride in the early part of 1872, and Honeywell won that year's championship; but a few months afterward Whiting beat him by nearly a lap (586 yards), in a race at Lillie Bridge. His next match was a peculiar one. He undertook to ride fifty miles while a man named Corry *walked* fifty—the wheel won easily. That he was also skillful was proved by his

Winning a Mile "Hands off,"

a popular form of contest in those days, and also a slow race. One of his closest opponents was "Dick" Causton, of the Surrey B. C. They met on three notable occasions. In the first Whiting gave Causton 300 yards in ten miles, and could only get second; the next time he gave 125 yards in six miles, and was again second. The third saw Causton on the 200 yard-mark in ten miles, but this time Whiting beat him. This brings us to the end of 1874; in the meantime he had won two more amateur championships. Then came the great match with Falconer—of which full particulars will be given later. The championship of 1875 found him again at the head of affairs, and in record time, 13:31 for the four miles, with Copeland a good second.

Having now beaten all the best amateurs in England, he was very desirous of measuring wheels with the French champion, Camille Thuillet, who was not only an old friend, but was over here and beating some of our best professionals. It was, in fact, a precedent of

The Shorland-Lesna Affair of "Today,"

and, as leave from the A. A. C. was impossible, he boldly gave up a brilliant career of amateurism and voluntarily placed himself without the pale—in all sports—by challenging Thuillet. The Frenchman closed with the offer, and a £21 silver cup was the trophy at stake. The race came off at the Molyneux Grounds, Wolverhampton. On the Monday and Tuesday there were amateur races, and Whiting won the chief prize, a £15 cup. On Wednesday, March 31, he met Thuillet at ten miles. Whiting led occasionally till the eleventh lap, when he came with a rush and won anyhow in 37:32. So closed the racing life of one of the, if not *the* finest amateur rider we have ever had.—*Cycling*, England.

ANOTHER

AT

PITTSBURGH.

The
Triangle

VICTORY

ON

JUNE 16th.

P. A. C. RACES.

E. C. JOHNSON and R. F. GOETZ capture everything in sight on

THE GREAT "TRIANGLE."

E. C. JOHNSON.

1st.....Quarter-mile, Open.
1st.....One-mile, Open.
1st.....Half-mile, Handicap.

R. F. GOETZ.

1st.....One-mile, 2:30 Class.
1st.....One-mile, Handicap.
2d.....Half-mile, Open.

GOOD WHEELS.

GOOD MEN.

The PEERLESS MFG. CO., Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO.,

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

NOTES FROM THE CIRCUIT.

John S. Johnson will not race at Albany June 27.

The Class B men are leaving many good things behind when they fail to attend Cincinnati, July 3 and 4. Thirteen Class B events in two days is a game worth the candle.

Sanger, Tyler, and Bald, with their trainers and managers, leave for the west after the Albany meet; racing at Dayton, June 30, Cincinnati, July 3 and 4, and Louisville, July 7.

Wilkes Barre, July 2 and 3, and Scranton, July 4, are drawing a number of the men, and it is feared that Waltham, July 4, the initial point of the national circuit, will be slimly attended.

Eck and Johnson went from Rochester to Toronto, recently, to visit Eck's mother. Mrs. Eck is now sixty-five years of age. She is naturally very indignant when Tom's age is given as seventy-two.

More Class B men are needed and more will be provided. Not without cause, however. Raymond has his ax whetted and heads will fall. Many who are now cracks in Class A will be relegated to Class B.

According to a prominent racing man of Class B, the Racing Board has under advisement the enactment of a rule to prevent racing men from breaking their contracts with manufacturers, under a severe penalty.

As the Class B men finished the half-mile open at Ilion and in 9 seconds better time than the Class A men had previously done, Joe Goodman exclaimed: "And to think of this mob (Class B) racing with that mob last year."

Ferris, the Utica rider, who made an unsuccessful attempt last season to break Spooner's American twenty-four-mile track record of 374 miles 1,600 yards, doing 350 miles, will try again this season with excellent chances of success.

Class B events follow Class A regularly on the programmes; the men have a good breathing spell, and larger fields are the result. The contestant is not liable, in fact, can not have two events, in which he is entered, following each other.

L. A. Callahan, the young man who lowered the world's twenty-five-mile road record in the Martin road race, brother of C. H. Callahan, of the Stearns team, will shortly be identified with Class B, and connected with some one of a half dozen teams from which he has received offers.

Buffalo can turn out a half hundred good racing men, Classes A and B. It has a vast army of riders and a large number of prosperous clubs. Still, it is not represented on the circuit at the present time. But all this may be changed. Sport-loving people are at work and an announcement extraordinary may be made soon.

Tom Eck proposes that a race be run for the championship of America or of the world, the fast men being paired in the trial heats and the winners being again paired until the final run between the two victorious men. Pacemakers could be put into such contests. This would certainly decide the question admirably.

A prominent western wheel was nearly the death of a racing man at Oneonta. The forks broke right at the head, precipitating the man to the track. It was small wonder he was not killed. Upon investigation the forks at the head were found to be no thicker than 25-gauge, having been filed down where they met the crown.

That was a surprising move of George Taylor's when, from the twenty-five-yard mark, virtually scratch, he gained the front in the mile handicap at Ilion, and then sat up in the crowd, allowing Titus and Kennedy to fight it out. Taylor's fall at Plainfield may have had something to do with his inability to carry through the hard finish, and then again it may not have had.

In his fall, one hundred yards from the tape, and in the center of a large bunch, A. D. Kennedy showed rare presence of mind. He curled up his legs under him and laid quiet, instead of sprawling out all over the track. Consequently no other falls resulted. It was in the mile handicap at Cohoes in which he started scratch. He was about to make his final sprint when his front wheel lightly touched Coleman's rear wheel. One man passed over his foot and another between himself and wheel. Rare presence of mind saved a bad spill of at least a dozen men.

A Syracuse correspondent says that the people of his city think Sanger is afraid to meet Johnson in a match race. Sanger is reported to have said Johnson would see enough of him in the races of the season. The finish of the half-mile open at Cohoes was a Johnson victory over Sanger under peculiar circumstances, but the mile-open finish at Ilion was a beauty, and Sanger won by a couple of lengths. There is no best this season, but when Sanger is said to be afraid of Johnson the Syracuse people lack good sense. Neither is Johnson afraid of the Milwaukeean, and the battles of the two are bound to be events in the coming season's history.

The racing men are particularly well pleased with the prospectus of the Rome meet which has this peculiar (to amateurs) clause:

The "optional orders" mentioned as prizes are officially approved by Mr. H. E. Raymond, chairman of the National Racing Board of the League of American Wheelmen. The orders in Class B will be issued upon any merchant anywhere in the country. They will give the prize winner an opportunity to select as his prize

anything he may wish which the rules permit. The Rome Cyclers will pay the bill in each case to the amount of \$150. The same applies to the orders in Class A except that in Class A the orders will explicitly require that they be for any articles which the rules of the L. A. W. permit to be given as Class A prizes.

All will attend and race for the cash.

The League of Licking Wheelmen of Newark, Ohio, gained a sanction in the national circuit for July 23. Some trouble existed between the members over financial matters, and the club was rent in twain. A new club was organized, under the same name, and it was this club that got the sanction. The old organization at once secured a lease of the track by paying \$100 for a year. Under this lease but one race meet can be held. This effectually shut out the original club, and all idea of a meet was abandoned for a time. Now, however, there are excellent prospects of the clubs combining and holding the meet originally planned. Presidents Hoover and Remington are perfecting plans.

Twelve events were run off in 1 hour and 40 minutes at Ilion June 9. There was no crowding, no unseemly haste and the people were delighted with the day's sport. Ten events at the Cohoes and Troy meets took fully four hours; the officials tore around the track like mad, and at the latter meet a thousand people crowded on to the track and would not be put out. At the Cohoes meet the track was clear as could be, and the meet lacked only one thing—capable and experienced management. At Ilion experienced men were on the track. "Billy" Perrett got the men up and away in his accustomed prompt and cheery manner, and his helpers had the next field out before that race was finished.

Eddie Bald is a case and the life of the circuit chasing party. He is all life and continually cutting up. It was on the train going to Ilion that an old man joined the spectators watching a game of poker.

"Why, how do you do? I haven't seen you in a long time," said Bald.

"You've got the best of me," said the old man.

"Why, surely you remember me," replied Bald. "I was up to your town last year," etc, etc.

And he convinced the old farmer such was the case. Later he drew close to him and let his hand slide around his side. The old man had on neither jewelry, nor watch, but drew away quickly, buttoning up his coat.

"He must have thought I wanted his clothes," said Bald, while the crowd howled.

Beginning September 3, a three weeks' race meet will be held on the Auditorium six-lap track at Louisville, Ky. Six races will be run each day in conjunction with a food exposition. Colonel De Garmo is the proprietor. It was this gentleman's first idea to run five races for ladies and one for men each day. At Rochester, June 13, he was seeking information. To all the wheelmen Colonel De Garmo broached the subject. It seemed so funny that they laughed, and by their talk dissuaded the gentleman entirely. It was his idea that, by running ladies(?) races, he could show to the ladies attending his food exposition the health-giving properties of the wheel. Now he has decided to hold the races for Class A riders only, and has applied for a sanction for a three weeks' tournament, beginning September 3, the longest tournament ever held in this country, 108 races in all.

There is too much horseplay among the racing men on the circuit. Their long winter of inactivity, and four or five weeks of hard training has created a flow of animal spirit in all of them. They have to be watched constantly to prevent their doing something foolish. A sigh of relief goes up all around when once the men have been gotten off to bed. Then and then only do the care takers relax a little, and seem to enjoy life. Then trainers and managers become even friskier than their charges. A month hence all this animal spirit, or a larger portion of it, at least, will have vanished, and the tired men will settle down to hard earnest work, reserving all their energies for the more lucrative game of race winning, and not for chasing here, there, and everywhere, after the butterfly and moth. The trainers do not dislike the life and spirit shown by their charges, for it proves beyond a doubt the mettle of their men.

He was a wise man, rather more than middle-aged. He occupied a seat in the smoking division of a sleeper going east. The writer was one of the party of a half dozen, but was buried in a very interesting novel, with thought of cycling afar off and little of the look of a cyclist about him. The wise man had struck an item in the Syracuse paper regarding John S. Johnson, and letting out a notch or two said, speaking to every one and no one in particular: "I tell you that Johnson is the greatest rider the world ever saw. Why he can lick the everlasting stuffin' out of that Zimmerman from Jersey, and Sanger, too. I tell you, there's no flies on Johnson. Why I would be willing to bet he could ride rings around all of 'em. My money would go upon him every time. And he's got the greatest trainer. That Eck is a dandy, you bet. He took Johnson off a farm and made him the champion of the world. Great Jehos-a-phet! How I would like to see him meet Zimmerman. But of course he can't now. The Jersey man knew what was coming and went to France. You mark my words, he was afraid of Johnnie and went away to avoid a good licking. Why, Johnson is talked about more'n any man, in the papers."

"And did you ever see him ride?" was the query of the writer.

"No."

"Did you ever see Zimmerman or Sanger ride?"

"No."

"Did you ever see a bicycle race?"

"No."

"I thought so." And the wise man subsided amidst smiles.

TAKE A DAY OFF when you want to get rid of the noise of the city, the bustle of business. Nothing will benefit your health like a spin in the country on a Syracuse Bicycle. Start early in the morning, ride leisurely through the streets of the city out into the country. Enjoy the scenery as you glide along on the wings of the "Red Bird;" the exhilarating exercise and invigorating ozone will make you feel like a new being. Go to a near-by village, stop at the hotel, have a good dinner; sit in the shade until you feel like returning home; then mount your treasure and your return trip will be as one through paradise. After retiring you will fall into that refreshing sleep from which you will awake feeling that life is, indeed, worth living. Try it!

**They say such things,
And they do such things—
On a "SYRACUSE."**

AT KIRKSVILLE, MO., on May 30th, the SYRACUSE won two firsts and three seconds. In the one-mile open, D. Coburn, mounted on a SYRACUSE, won first prize.

In the Adair County Championship, Coon, on a SYRACUSE, won second prize.

In the three-mile Handicap, D. Coburn, on a SYRACUSE, won second prize.

SYRACUSE CYCLE Co., Syracuse, N. Y.:

Gentlemen:—My Pacer reached me a few days since, and from rush of business I have failed to acknowledge it. I must say the wheel surprised my most sanguine expectations, and allow me to thank you for the "beauty." I have had the pleasure of riding nearly every wheel that can be found in the states of Tennessee and Kentucky, and not in one single instance have I seen one that could hold a light to the Pacer in easy running, strength, and beauty. I weigh at present 201 pounds, and have given the wheel several severe tests. I ordered a 24-pound machine, but much to my surprise it only weighed 22½ pounds; and right here I am prepared to recommend the 24-pound machine to anyone who knows how to ride a wheel.

Thanking you again, I beg to remain,

Yours truly,

LANDON P. SMITH.

NASHVILLE, TENN., June 2, 1894.



WM. VAN WAGONER on his SYRACUSE.

AT TRINIDAD, COLO., May 25th and 26th., the SYRACUSE won first place in all of the principal events. The wheel was ridden by J. W. Butler.

SYRACUSE CYCLE Co., Syracuse, N. Y.:

Gentlemen:—The racing wheel was received Saturday, p. m., and is a beauty. I placed it in my window Saturday evening, and it was admired by hundreds of people. It is perfectly satisfactory. I would not have rushed you so much on this machine, but my customer was after me about a dozen times a day. He wanted me to wire you about as often. When I took hold of the SYRACUSE hardly anyone here knew anything about them, except what they had seen in the papers and cycling journals, but now I think we are at the top. This has always been a great town, and I think about every kind of a wheel made is represented here, and competition very great. I really think that I have sold outright, without taking back any old wheels in exchange, more than any two agents in the city.

Very truly yours,

CHAS. E. HODSON.

DOVER, N. H., May 24th, 1894.

AT LOCKPORT, N. Y., on June 15th, Wm. Van Wagoner, on a SYRACUSE, broke the world's record for twelve miles, and won first time prize in the Lockport road race, making the distance in 32:13.

MANUFACTURERS,

SYRACUSE CYCLE CO.

SYRACUSE, N. Y.

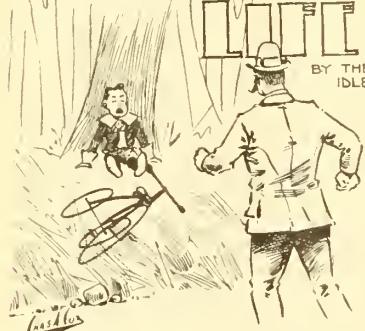
WESTERN AGENTS,

A. F. SHAPLEIGH HDW. CO.

ST. LOUIS, MO.

FLASHES OF CYCLING LIFE

BY THE IDLER



As the Weather Grows Hot.

Have you ever observed as the hot weather grows hotter, and the season advances apace that the racing man

Adds about a yard to the size of his mouth, and about a spherical foot to the size of his head;

Struts with a more defiant swagger, and demands more attention and flattery from the small fry in his set;

Gives evidence of having more money in his purse, and less sense in his noddle than he generally does during the long months of the thriftless winter;

Buys up all the cycling papers as soon as they come out to see if

they print pictures of him with descriptions of his mind (?) and person, in which the words "modest," "retiring," "diffident," "apparently unconscious of the great speed he has," etc., enter largely;

Grows suddenly in his judgment of jewelry, in a way that would make a pawnbroker ashamed of his own ignorance;

Becomes fastidious in his choice of diamonds, and very flippanant in his criticism of the fellows that put them up for him to win;

Talks with much insinuation and innuendo about "certain ladies who saw him on the track, got desperately stuck on his shape, and insisted on meeting him after the races";

Imagines he is a little tin god on wheels, and feeds the natural vanity in his nature until he is in danger of bursting from sheer over-inflation, like the frog in the fable?

If you have not, then you have met only the best kind of racing men—they in the main that win most races, and saw illimitable quantities of wood.

Lincoln Park's Strong Man.

A local daily paper recently commented editorially on an incident that happened, or was said to have happened, out at Lincoln Park the other evening. A cyclist accidentally collided with a pedestrian, but so that the only hurt done the pedestrian was a gentle rub of the front wheel against the trouser leg of the unmounted. The pedestrian, so saith the paper, became so incensed that he grabbed the cyclist's wheel, and flung man and machine a distance of some six feet over the lawn. The cyclist and his wheel would, we may conclude, have been flying through space yet, had not their aerial voyage been blocked by a convenient, though obtrusive tree, encountering which man and wheel fell to the ground somewhat the worse for the encounter.

This story may or may not be true. If it is true the probability is that the wheelman must have been an overtrained boy racer mounted on a featherweight machine. There are many cyclists who of themselves, to say nothing of their wheels, would be a good bit of weight for any but Sandow to play catch with. On the other hand there are not a few, ordinarily light of themselves, whose wheels alone would defy the strength of even Sandow to throw around carelessly, although the thrower were bent under the most uncompromising anger.

Again there are a few fellows in our set who would have added a second chapter to the story by giving that Herculean pedestrian such a dose of fists as he never dreamed, but these are mere idle speculations. It was probably a four-year-old baby and his velocipede that were stopped by the tree. No tale is too dramatic to be true.

The Most Unkindest Cut of All.

The cycling fraternity has been subjected to almost every sort of insult possible by the common herd, "the vile-scented many," "the greasy multitude," "the stinking crowd," or whatever other epithet you care to apply to the great, unwashed section of so-called civilized humanity. From the pitiful beggar to the millionaire who has grown insolent and purse-proud out of the profits he has made on guts and bristles—by all of them has the wheelman been assailed with taunts and gibes and curses that fit nothing so well as the vulgar, thick lips whence they proceed.

We have stood this thing long and patiently—confident in the strong sense of our own right and the absolute conviction that some day, however remote, would see us vindicated. But latterly we have been attacked from another quarter—from a quarter that no self-complacence can withstand; from a quarter that has found the vulnerable spot in our Achilles' heel and prostrated us in the dust.

The makers of cigarettes are illustrating their merchandise with pictures of our prominent men!

For this evil there is no redress. We feel the sting and we must suffer. If it were not for the higher hope that resides in the breast of every human creature—the hope of a grand day of compensation—the cyclist's lot would indeed be a bitter one.

Thieves Steal the Poorman Time Medal.

General Poorman is mad. He has good reason to be in this condition, for some thief has stolen the magnificent time prize for his road race, on July 4. The same party also made off with one of the other prizes—a gold watch.

Handsome Harry's Lament

BY THE IDLER



We are sorry we cannot name prince for prince and noble for noble that cycle in England for such as our continental friends point out with pride. But we hope to by and by — LONDON CYCLING PAPER

I hear the queen of Italy
Is riding on a wheel;
She takes her royal air in
A style as is gentle
King Humbert is a chap as knows
A cycle from a dray —
(Oh I am told as ighness rides
An undred mile a day.



The King of Belgium's in the game —
(What I say — look here — that's flat!)
He's not afraid to come right out
In his cycle suit an' hat;
The queen of Portugal she as
A sapid bright and new;
An' Princess Enlie, (her of Spain)
Has got the fur too



The Czar an' all the little Czar
Is wheelman stout and strong;
An' German William says he can't
An' won't hold out for long.
Right Royal Oscar, Sweden's King,
An' George of Greece I hear
Is riding cycles on the quiet
For at least a dozen years.



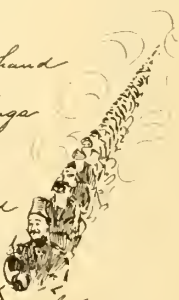
The Sultan chap down Turkey way
(The pun enough 'twould seem)
Has got a tandem (60 seats)
For 'unself and 'is harum.
His gait is in with heart and soul
To help along the sport,
An' his ordinal fifty wheels for use
Exclusive in the Port



The great crowned heads on every hand
Is fallin' right in line;
An' next you'll see the Asian Kings
The royal cyclers fine.
God, bless their 'appy, 'appy souls
It makes my heart beat high
To see their royal legs go 'round
An' watch their pedals fly



O 'cavars! If I could only once,
Just only once behold
His gallant, noble, true, an' brave
Right royal, handsome, bold
An' gracious 'ighness Prince of Wales
Attitude as cycle be —
There an't no juggins 'reatours
Could hold the pace with me!



ECHOES OF MEMORIAL DAY.

On the
Road

The Raleigh

Showed its superiority, same as it always has done on the **TRACK**.
WON three out of four races.

Chicago.....Peck won time prize.
Irvington-Milburn.....Allen won second place and time prize.
Koster Race, Erie, Pa.....Time prize and World's Record, 15 miles in 42:33

Champions Ride Raleighs

RALEIGH CYCLE CO.,

ZIMMERMAN'S BOOK ON TRAINING
50 CENTS.

2081 & 2083 Seventh Ave., New York.
289 Wabash Ave., Chicago,
and San Francisco.

Mention The Bearings.



TRIBUNES



Continue to Win.

Guy Hall, of Norfolk, Va., captures the one-mile Tidewater Championship
ON A TRIBUNE.

Clarence Knight, of Baltimore, Md., wins the Novice race on May 30th.

L. C. Dorn wins the one-mile handicap from scratch, at Cleveland.

Tribunes take firsts in the races at Evansville, Ind.

TRIBUNES ARE UP TO DATE:

...THE CYCLOIDAL SPROCKET TELLS...

Send for Catalogue and Agency.

MENTION THE BEARINGS

THE BLACK MFG. CO. ERIE, PA.



DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JUNE 22, 1894.

No. 16.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

A GLANCE INTO THE FUTURE.

The Fourth of July is close at hand, and with it innumerable race meets. Independence Day is really the opening of the track racing season, and more meets are held on that one day than in one week in any other month. It is the day when the novice shines, and many a promising youngster wins his spurs. We might add that it is a Fowler day.

At the risk of being called braggarts, we will venture to make a prediction: On the Fourth of July, more honest wins will be scored on the Fowler than any other wheel made. By honest wins we mean that races will be won by riders who buy their own wheels, and who do not sell their speed to the highest bidder.

Keep your eyes open for the FOWLER TRUTH of July 13, for in it you will see a list of winnings that will cast all others in the shade.

OVERLOOKED.

A little late, perhaps, but we must chronicle the Fowler's success in the late Linscott road race. There were nine Fowlers started, and all came through without a scratch. Our agent writes:

"Otis got seventh place and broke world's record for 25 miles. Lots of wheels broken, there being seven of the ———, but all Fowlers held up."

We expect them to "hold up"; that's the way they're built.

FROM MORMONTOWN.

T. O. Angell, Jr., of Salt Lake City, Utah, is a rider of more than ordinary promise. Although but a mere boy his splendid performance on road and track in '92, stamps him a speedy and plucky rider. T. O., Jr., is a rider of the Western Whirlwind—the Fowler.

STILL SCORING.

Honest Riders do not Find any Trouble in Winning Races on the Fowler.

Tennessee, Illinois, Oregon, Minnesota, Kentucky, New York, Ohio, Michigan, and Montana Wins.

We have not got quite so many wins to talk about this week, but this time it is quality not quantity that counts. A careful perusal of the accompanying list will show that the Fowler scored in most of the principal states of the Union:

Chattanooga, Tenn.

Four firsts, one second.

Chicago, Ill.

One first.

Salem, Ore.

One first.

St. Cloud, Minn.

An echo from May 30—"Fowler Day," first in 40-mile road race. Fowler riders have everything their own way, they've got the twenty, five, half, and quarter mile records (all except the one mile). That's coming next.

Owensboro, Ky.

State meet. Three firsts; quarter mile; half mile championship, and one mile open.

Ottawa, Ill.

Ottawa-Dayton road race, eleven and a quarter miles, hilly and rough. First time and first place.—Time, 37:00.

Rockford, Ill.

Ten-mile road race. First time, second time, third place.

Watertown, N. Y.

Five and half-mile road race. First time and first place.

Steubenville, Ohio.

With the assistance of the Fowler Bantam I won from scratch the time prize in the Wellsburg road race June 13. There were twenty-one starters, and sixteen different makes of wheels, with Pittsburg and Wheeling's best riders on them. These same people beat me out in all events until I mounted the Fowler, and for that reason I think it is the wheel, and not all in the

rider. The course was seven miles. I finished fifth in 19:25. I am,
Yours truly,
F. E. Low.

Grand Rapids, Mich.

Two firsts.

Butte City, Mont.

June 6.

Hill Cycle Mfg. Co.,

Gentlemen: June 4 we had a nine-mile road race here, the first race of the season. It having rained the day before the race, the roads were very rough, and, beside this, the riders had a strong head wind to pull against. Chas. Dell won the race, easily beating the other scratch men 8 minutes. His time for the nine miles was 25:10. He rode a twenty-one and a half pound Fowler, with no accident whatever. Taking into consideration that our city is situated on the edge of the Rocky Mountains, all our roads are up and down hill—the course being along the foot hills of the mountains, this is a great ride. First time, first place.

W. L. Fant Fur. Co.

Louisville, Ky.

Two seconds.

Knoxville, Tenn.

One first, two seconds.

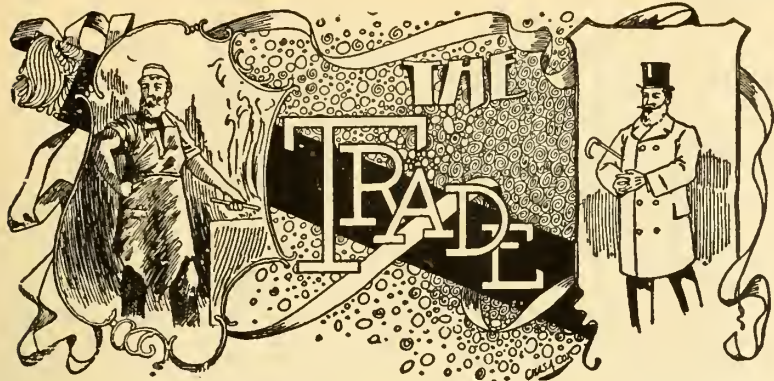
HOW IS IT WITH YOU?

Are you looking for a wheel that requires "hired men" to push it to victory? If so, that is not the Fowler.

Since May 30 we have placed more agencies—had more applications for agencies—sent out more catalogs and FOWLER TRUTHS on application, than any time since we have been in business—YES, FOUR TIMES AS MANY. Our factory, right this minute, is behind in filling orders, although we are working 97 per cent of the greater number of men we have had since January 1. As we once remarked, the Fowler is a business maker all around.

FAMILIAR PH(R)ASES.

"As Good as the
Fowler."



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

SPALDING SUES OVERMAN.

The Suit of the Victor Makers Answered—Spalding Begins a New Suit for \$160,000.

A. G. Spalding & Bros. have filed their answer in the United States Circuit Court, District of Massachusetts, to the suit brought against them by the Overman Wheel Co., and have also instituted suit against the Overman company for \$160,000. The Spaldings are represented by ex-Governor Robinson, the well-known lawyer of Massachusetts, who defended Lizzie Borden in her famous murder trial, and William A. Redding, of New York, the expert on matters pertaining to cycling law suits.

Spalding & Bros. in their answer aver that prior to September 3, 1891, an agreement existed between the plaintiff and defendants for the sale of bicycles, which agreement had been in force for several years. The defendants allege that on the said date, a new agreement was entered into, but that the plaintiff failed to observe the terms of said new agreement, causing great damage to the defendants. The answer avers that during 1892 and 1893 the plaintiff manufactured many machines of defective and imperfect design, that they were inferior to the high-grade wheels of other manufacturers, and that the plaintiff company wholly failed and refused to embody in the manufacture of Victor bicycles, modern improvements, although the defendants repeatedly urged the plaintiff to adopt such improvements, and that as a consequence, many Victor bicycles sold by the defendants, were returned to them (the defendants) on account of defects and inferiority, in style and workmanship.

The Defendants Deny

that the plaintiff tendered to them 40 per cent of the daily output, according to the contract, and also state that, in violation of the agreement, the plaintiff sold Victor bicycles in territory which had been assigned to the defendants exclusively, thereby attempting to obtain the custom which the defendant had built up by large expenditures for advertising, etc. Under the agreement the plaintiff was to have control of national advertising, and in all such advertisements, the defendants' name and stores were to appear prominently, and Spalding & Bros. were to pay 40 per cent of the cost of such advertising. The defendants allege that the plaintiff made advertising contracts wholly outside the scope of the agreement, and not national in character. The defendants' declaration alleges that on September 3, 1891, it entered into an agreement with the plaintiff, which the plaintiff has repeatedly violated, thereby causing the defendants great damage and loss.

Under the contract the plaintiff agreed to attend to the general advertising of the Victor goods through national mediums, not including trade, class, or sporting papers, and the defendants were to pay 40 per cent of the total net cost of such advertising. The defendants claim that a very large proportion of such advertising done by the plaintiff was contrary to the terms of the agreement, but, relying on the statements of the plaintiff, the defendants paid to the plaintiff large sums, not knowing at the time the advertising was not of a national character. By Article III of the declaration, A. G. Spalding & Bros. say the plaintiff agreed to make Victor bicycles of first-class finish, workmanship, and material, and to furnish the due proportion to the defendants, but he wholly failed to carry out said contract, but delivered bicycles defective in finish, workmanship, material, and construction, and as a consequence

Defendants were Put to Great Expense

for necessary repairs and expenses incident thereto.

Spalding & Bros. also state that the plaintiff, through its catalogue for 1892 and 1893, and otherwise, expressly guaranteed all bicycles made by it, and that the fact of the bicycles being sold under such guarantee was universally known. The defendants say that many of the Victor bicycles sold by them under said guarantee, and by the authority of the plaintiff, were returned to the defendants by purchasers, by reason of imperfections, which the defendants, believing it to be for the good name of the plaintiff, made good and returned to the plaintiff the defective parts within one year according to the contract, all of which was done with consent and approval of plaintiff. The defendants before the institution of this suit had claimed of the plaintiff that he make good all money expended by the defendants for such repairs, but the plaintiff did not pay it. Under the agreement

Certain Territory Was Assigned Exclusively

to A. G. Spalding & Bros. A. G. Spalding & Bros. allege that in violation

of this agreement, Overman sold bicycles in this territory, and further aver that instead of supplying strictly high-grade bicycles, furnished bicycles under the name of Victor, inferior in style, weight, finish, and workmanship, to the high-grade bicycles of other manufacturers, which greatly injured the defendants' reputation as a dealer in high-grade goods.

The last claim of the defendants is in respect of Credenda bicycles which, they say, the plaintiff by the contract agreed to buy only from the defendants, and also to influence his (plaintiff) agents to sell this line of goods throughout the country, but the plaintiff did not act up to the contract but on the other hand did many things to belittle and prevent the sale of Credendas, causing great loss to the defendants, for all of which, A. G. Spalding & Bros. claim damages to the amount of \$160,000.

MR. GORMULLY VISITS NEW YORK.

NEW YORK, June 18.—R. Philip Gormully spent several days in this city last week. While here, among other matters attended to, he changed the name of Charles Schwalbach's pavilion and riding school to the "Gormully & Jeffery Mfg. Co., Chas. Schwalbach, manager." Mr. Gormully reports this year's output of Ramblers to be the largest in the history of the firm. He says the copper rims have caught on, most decidedly, and the corrugated tires have scored decided hits.

A. G. Spalding, of Chicago, and his brother J. Walter, of this city, went to Chicopee Falls, Mass., last Tuesday, and spent some time in consultation with Treasurer T. C. Page, of the Lamb Mfg. Co. It is understood that a large addition to the business will be made soon. Plans and specifications for the new structure have been approved, and the work will be put through in short order.

Chas. W. Price, formerly of Milwaukee, ex-amateur, now a New Yorker, but at present in retirement, as far as racing is concerned, is devoting all his time and energies to his employers, H. A. Lozier & Co. Charlie has proven that he can work when things grow serious, and Mr. Ainsworth, manager of the eastern office, says that Price has thoroughly proven himself a success as a salesman. He is in this city now for a month or so; during which time he fondly dreams of "what might have been" if he had not joined the ranks of the N. C. A.

George Du Cros has returned to England. For a long time he has been in America, connected with his well-known brothers in the Dunlop Tire Co. He will go direct to Coventry, where his energies will be lent to his father's aid. Before leaving, Du Cros was given a send-off, by a few of his many friends which he will long remember.

Last Friday was a record breaker for the Brooklyn Cycle Co., at 555 Fulton street, Brooklyn. Twenty wheels were sold on that day, while about half as many sales were made at the Bedford avenue branch of the main store. Manager Frasier is thoroughly satisfied with the outcome of this season's business so far, and says it is away ahead of previous years from every standpoint.

Percy Snyder's new store on the grand circle is booming. He is selling out all his rental wheels, at from \$50 to \$65. They are all high-grade Syracuse wheels, but have been used on the road, hence the cut. He has given up the Raleigh agency, and at present is only handling Cleveland and Syracuse bicycles.

The Park Cycle Co., corner of Sixty-sixth street and the boulevard, are being rushed to death with repair jobs, at which they certainly are adepts. The company is composed of Powers and Grevert. Powers makes a specialty of narrow tread. One wheel which he has recently finished measured three and one-half inches across the axle of the cranks.

Since Percy Snyder has removed from the old store at Fifty-eighth street and Broadway to his new location on the Grand Circle, Fifty-ninth street and Eighth avenue, the sale of Syracuse wheels has been enormous. Mr. Snyder also carries a full line of Raleighs and sundries.

Ira Perego, 23 Park Row, in addition to his general sporting goods and gents furnishing business, is learning what it means to be agent for a good high-grade wheel. Since this firm have acquired the agency for the League chainless bicycles, manufactured by the League Cycle Co., of Hartford, Conn., a continuous string of customers and curiosity seekers fill his store all the day long. Numerous sales are booked daily, the greatest number in a single day being those of last Saturday, when over twenty chainless bicycles were led—or ridden—away by their new owners.

The lot of second-hand and shop-worn machines which the Western Wheel Works, at 25 Barclay street, are offering are decided bargains, and comprise last year's models. The prices placed on them are extremely low and no doubt those appreciating good things will snap them up in quick order. The reason given for the sacrifice is that as they do not do a general retail business they have no use for them about the office. Theodore Merseles, who has been with these people for nearly three months now, has proven himself able, competent, and a highly valuable assistant to E. J. Day, the manager of the house.

No matter how bad the weather, the business of L. C. Jandorf & Co., No. 118 West One Hundred and Twenty-fifth street, always keeps up, and little wonder, when a wheel can be purchased from them for \$40 that sells for twice as much, or more, elsewhere, yet such are the bargains Jandorf & Co. are enabled to offer on account of many job lots bought up for next to nothing.

Keyes & Brandon, 2070 Seventh avenue, are building \$100 wheels to order, that are beauties in appearance and as strong as they are symmetrical. The renting and repairing branch of this enterprising company's business has grown to gigantic proportions. They are uptown agents for

the Remington wheels, and are perfectly satisfied with the present tone of the trade.

The riding school of the Raleigh Cycle Co., 2081 Seventh avenue, is a sight these days. Women and children have taken to the wheel in this city in a matter-of-fact manner, and lady riders do not attract as much attention in the parks or on the drives as the woman on horseback or the man on an ordinary. Professor W. S. Maltby is away at present, but his brother, Gus Maltby, proves an able substitute, and under his watchful eye and guiding hand riders are turned out of the school in veritable droves. Raleighs are selling well, and almost every other wheel seen on the roads uptown have the Raleigh imprint at the head.

W. C. Hodgkins & Co., 300 Broadway, are New York agents for the Union. They are showing facsimiles of the racers ridden by Sanger and Tyler, which are attracting plenty of attention to their store. This Union is certainly a beautifully constructed machine, with its narrow tread, and clean-cut appearance. In days gone by, when the advertising man of the Union Cycle Co. took upon himself the responsibility of prophesying that the mile record would be brought as low as 2:10, the public smiled. Now that it is down to below 1:55, we all smile, and resolve not to appear incredulous again, even if some manufacturer claims that 1 minute will be done on such and such a wheel. There is no limit as long as time is connected with the record. When the mile shall have been ridden in less than nothing, then may we all smile, but not till then.

Charles P. Schatz, of the Bicycle Inn, 14 Centre street, will hereafter be able to insure bicycles against loss by thieves, at the nominal sum of \$2 per year. He has taken the agency for the Wheelmen's Registration Company, and is whooping things up in great style.

Probably one of the most delighted men, after the Irvington-Milburn road race had been run and won by Barnett, was J. Walter Spalding, of A. G. Spalding & Bros., who manufactured the wheel on which the winner of the race sped on to victory. The Spalding certainly stood up like a colonel, and carried Barnett along at a pace which was resistless in its steady "plug." The man who won has not a word to say, excepting praise for the wheel which he claims to be responsible for the win.

Aside from the general easy running qualities of the Rambler wheels, the average owner of one claims the corrugated tires to be truly a wonderful improvement in the line of progressiveness. While riding along the sandy beach on Long Island, as the wheelmen frequently do on warm days, after a hard ride to the ocean side, or in traveling over the asphalt streets in the city, after a sprinkling cart has got its fine work in, the corrugated tires show to their best advantage. Gormully & Jeffery's store, at Fifty-seventh street and Broadway, has been transacting a stupendous amount of business this season, the best part of it being that there seems to be no let up in it, so popular have the "copper rimmers" become. The renting department is also patronized to the limit of its space, while the riding school reminds one greatly of a barber shop on Saturday night or Sunday morning. There are always a dozen, or less, awaiting their lesson, and owing to Professor Searles' ability as a teacher they are turned out adapts in a comparatively short time.

Wilson-Myers' new store, at 4 Warren street, is rapidly being put to order, and when everything is arranged the place will be one of the most thoroughly appointed ones in the country. There has been no great attempt at decorations, but the general roominess is what strikes one most forcibly. Besides the ground floor there is the cellar and sub-cellar. The upper floor of the three is for the exclusive use of the many offices of the company. While no retail business will be sought after, any one with the correct number of dollars can purchase the Liberty, which Wilson-Myers, and Jake Bretz are responsible for. Both branches of the house, one in Brooklyn, the other at 1786 Broadway, this city, report excellent sales.

The Hy-Lo Gear.

The Hy-Lo Interchangeable Gear will shortly be in actual use. To make this gear—which gives a change of gear from the high to one-third less instantaneously—and market it at a price within the reach of all has required the construction of a vast deal of very costly machinery. With the regular machinery, not special, this sample gear can not be made for less than \$35, but with the costly machinery now on hand the gear can be marketed at a cost of only \$25. It is one of the simplest devices for the purpose now on the market; has a catchy name, is easily operated, and according to W. W. Stall, of Boston, is going to meet a long-felt want. Mr. Stall told Mr. Rosenfeld, Sr., early in January, to burn up patent papers and models of the infernal contraption, as he would only sink money in the venture. A few days ago he called at Mr. Rosenfeld's office, at 20 Park Row, New York, and during a conversation said: "I tell you what, Rosenfeld, you have just what we are all looking for."

The Hy-Lo gear was patented by an eighteen-year-old son of Mr. Rosenfeld, a graduate of Columbia College. It was his own idea, worked out by himself. The idea came to him after a long country ride over hilly country. He interested his father in it and the necessary capital came from him. Four wheels are in daily use in New York city, and the highest testimonials have been voluntarily given by the leading dealers of the city.

The change of gear, high or low, is instantaneous, and is perfected in the crank hangers, where the pedals either work the original sprocket wheel, as in the regular safety (this is the high gear and runs free), or the smaller gear caused by the throwing together of interior cog-wheels. The change is so made that the chain does not slacken any more with low than it does with high gear. Extra sprocket wheel shells may be had, and any high

gear made by changing the outer sprocket wheel. The smaller is always one-third smaller than the outer. This can be fitted by anybody to any safety in an hour, and the change to two different gears takes but five minutes in taking out four screws and perfecting the change.

Recent Patents.

- 520,790. Tricycle; Augustus Leininger and Edward Shreiner, Canton, Ohio. Filed September 21, 1893.
- 520,791. Elastic gear; Charles A. Lieb, New York, N. Y. Filed November 3, 1890.
- 520,796. Bicycle; Charles R. Mayne, Toledo, Ohio. Filed July 17, 1893.
- 520,803. Printing attachment for bicycles; Edmond Redmond, Rochester, N. Y. Filed November 27, 1893.
- 520,817. Machine for setting tires; Jonathan B. West, Rochester, N. Y. Filed May 20, 1893.
- 520,826. Bicycle; Edward D. King, Milwaukee, Wis. Filed September 16, 1893.
- 520,827. Reversible traversing movement; Louis Koss, Indianapolis, Ind. Filed August 22, 1893.
- 520,899. Aquatic bicycle; Jacob E. Ronk, Fort Wingate, N. M. Filed February 14, 1894.
- 520,901. Wheel-tire; Obadiah Seely, Syracuse, N. Y., assignor to E. C. Stearns & Co., same place. Filed June 13, 1893.
- 520,933. Antifriction wheel-hub; Edwin F. Moore, Toronto, Canada. Filed February 23, 1894.
- 521,005. Shield for pneumatic tires; Samuel M. Schindel, Hagerstown, Md. Filed November 4, 1893.
- 521,006. Shield for pneumatic tires; Samuel M. Schindel, Hagerstown, Md. Filed November 4, 1893.
- 521,007. Drive-chain; Joseph Appleby, Birmingham, England. Filed October 6, 1893. Patented in England May 24, 1892.
- 521,132. Attachment for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to the Kalamazoo Cycle Company, same place. Filed October 10, 1892.
- 521,133. Multiple gearing; William H. Bright, Morrow, Ohio, assignor of eleven-twelfths to Peter B. Dunham, Jonah Anderson, Annie V. Bright, F. M. Couden, A. W. Starkey, A. Selzer, D. B. Wilson, Albert Rutterer, A. C. Bowman, and Eugene Dunham, same place. Filed November 10, 1893.

Mr. Gormully Corrects a Misstatement.

R. Philip Gormully, of the Gormully & Jeffery Mfg. Co., has written the following letter to the *Wheel*:

EDITOR THE WHEEL: In your issue of June 15, I notice a statement in prominent type that a verdict has been given in re to the Clincher tire in England, in the case of the North British Rubber Co. vs. Macintosh & Co.; and it also states in that article that a suit is pending against our company (the Gormully & Jeffery Mfg. Co.) in this country for an infringement of the same patent, or rather, for the same invention in an American patent, and that such suit is being eagerly watched. The article also purports to describe an interview with the writer where the English suit was referred to and its effects upon our company, and you state that he refused to give an expression of opinion on the matter.

Now, under the above circumstances, it is only just to ourselves to state that there is no suit pending against our company for an infringement of any such patent; that such a suit was begun, but was dismissed by the North British Rubber Co. When spoken to on the subject through the telephone in New York, I replied, stating that I could not express an opinion as to the English suit until I had seen the exact terms of the decree. In that reply I referred absolutely to the case which has just been heard in England, and I now inform you that any litigation of the North British Rubber Co. against other English parties on their patents has nothing whatever to do with their standing in this country, and I am full of opinion—and am upheld in that opinion by eminent counsel—that Mr. Jeffery's American pneumatic tire patents are ahead of and cover everything of any practical value that can be claimed for any English clincher tire patent of the North British Rubber Co. or any other party.

I desire, in justice to ourselves, that this communication should have wide publication.

The Pope Company's Roof Track.

As a means for testing its wheels nearer home, the Pope Mfg. Co., has constructed a thirteen lap, well-banked track, on top of the west wing of the factory. The graveled roof of the factory is nearly level, and the track around the outside is fenced in with a handsome fence. The banks can be safely negotiated at fifteen miles and more an hour. It is to be used exclusively for testing wheels.

Vice-president E. J. Day was seen Sunday at Hartford and said: "I don't want you to think this is the first time we have tested our wheels, for we have always tested them. Even back in the days of the old Standard we tested the back-bone, and later the safety, and gave all improvements a severe test. Our new track brings things nearer home, that's all."

The Bridgeport Gun Implement Co., 313 and 315 Broadway, New York say that the demand for their cyclometers has been so great that they are turning them out at the rate of about fifteen hundred per week, and are only now in a position to execute orders promptly. There never has been so heavy a demand for cyclometers before, but by reason of the low price many parties who never thought of using one are now using them, and many letters of commendation are being received. Many dealers are handling the Bridgeport to the exclusion of all others, as the price is very low and they are thoroughly efficient.

ENGLISH TRADE NOTES.

LONDON, June 9.—Nothing of any importance has occurred in trade matters this week, unless, indeed, the action of the licensing committee with regard to the makers' amateurs can be said to be a trade affair. Personally, I think it may, for there can be no doubt that the new professionalism is not going to catch on over here, and the recent events and splits in the party in France are, I think, only shadows of what is to come. It is my own private opinion that the trade will really benefit greatly if the position of M. A. is made untenable, for there is little doubt that these gentry are load-stones around the necks of a few firms. However, the matter is by no means settled. Meanwhile, in spite of assertions to the contrary, the season's trade is to a great extent over if we except the continental business. Any way, I know for a fact, that several Coventry firms have been discharging hands for some two or three weeks past, and this is certainly exceptional for this time of year. The outlook is certainly not very encouraging.

The Trigwell "Tangent Tire" is the latest thing, and, as its name implies, is built on the tangent principle after the manner of the Palmer so far, at least, as the outer cover is concerned. I have not yet seen the tire, but I hear that it is a fairly good thing, although I believe that the tire market is overstocked already. As a matter of fact, there are pretty nearly a dozen really first-class tires, and yet we never hear of more than three or four patterns in practice. Perhaps things will be different when the prices come down a little. But will they? When Mr. Justice Romer condescends to give his decision in the Clincher vs. Macintosh case, we may see an alteration in one or two price lists.

The St. Georges Engineering Co. is advertising the fact pretty extensively that up to the present, no wheels have been returned to the works under the guarantee which the firm gives in respect to its tangent spokes. This is as it should be, but after all we do not suffer from broken spokes much nowadays.

Mr. Harry Priest sailed for your country last week, in order to clear up the business of the Quadrant Cycle Co. in the states. From this I presume that the Quadrant people are going to

Give up Their American Trading.

However dull the season may be, the tire companies will keep going, and the latest prospectus I have received is that of the Resilient Tire Syndicate, Ltd. The capital is \$50,000 in \$5 shares, and the object is to acquire the patent rights of the resilient tire. This is of the ordinary double tube variety of pneumatic, the novelty consisting in the peculiar construction of the outer fabric. The price to be paid for the patent is \$35,000 in shares, and \$5,000 in cash, with an additional \$2,500 as the directors think fit. Messrs. T.R. Marriott, F. Cooper, and P. A. Craven, are directors.

The first general meeting of the Cycle Components Co., Ltd., was held on May 29, at Birmingham, when Harvey Du Cros presided. In the course of his remarks the chairman referred to a new speed gear, but did not mention its name. As, however, he said that Messrs. Humber & Co. had been experimenting with the gear, there can be no doubt that it is the Boudard to which he referred. Mr. Du Cros spoke very hopefully of the future of the gear and said that Messrs. Humber's experiments had been very satisfactory. I have tried the Boudard gear, and do not wish to say too much about it till I have had more opportunity of judging of its merits. I may, however, remark that I have so far failed to discover any advantage in it. It may possibly improve upon acquaintance, but at first it is much the same, as far as labor goes, as any ordinary chain gear. Mr. Du Cros also commented upon the fact that the Cycle Components Co. had taken over the malleable iron foundry plant of Messrs. Humber & Co., the latter firm having decided to discontinue the manufacture of malleable iron. The vehicle rim for pneumatic tired carriages was alluded to, but I fancy there will be no demand for this in England, where carriage people won't even look at rubber tires or suspension wheels with any favor. When a man sets up a carriage he also becomes a conservative and, consequently, all ideas of progress vanish. The hasty man over here must be "respectable," even if he comes home drunk from the Derby.

Writing of Respectability

reminds me that the Prince of Wales has recently ordered two tricycles "for the use of his family." This, it is expected in certain quarters, will cause a revival of trade in the three-wheeler line, but I don't think so. People have not taken greatly to baccarat and after all that is an easier recreation for the upper ten and does not necessitate getting unduly warm, even if one occasionally gets into hot water over the matter.

Messrs. Humber & Co. have obtained an injunction against the Humber Unicycle Co., restraining the latter firm from using the name "Humber." Cycling has lately been doing much for the lawyers.

There is, I hear, going to be another lengthy trial over the matter of steering locks, of which Messrs. Singer & Co. maintain they hold the patent. Personally, I should hardly think the matter worth fighting about, but as many machines are now fitted with steering locks of some sort, I may be mistaken.

WILL O' THE WISP.

THE SOUTHERN CYCLE TRADE IN GENERAL.

SAN ANTONIO, TEXAS., June 17.—Notwithstanding the fact that the past six months have carried with them a financial stringency that has been felt from Maine to the Gulf of Mexico, and from New York to San Francisco, which has been almost unprecedented, and that the south has felt very keenly this state of affairs, the general cycle trade in the south has been exceedingly large. Not that the retail trade has been unusually large with any of the old established retail stores, although some of these have enjoyed an excellent trade, and are thoroughly pleased therewith, but simply the sale of wheels in the aggregate has been very great, in comparison with former years.

There is an existing state of affairs in the cycle trade which is sadly in need of a remedy, and before the bicycle trade is brought to the healthy, substantial condition on which it should be handled, particularly the retail trade, and more especially too, to the exclusive dealers, and latterly, to the manufacturers themselves, something must be done. The trouble I refer to is the number of different local agencies, and different lines of goods with which you find bicycles handled. The writer has yet to see any profession, or line of business with which in some locality an agency for bicycles has not been placed. Cities where a year ago there was only one, or perhaps two firms handling bicycles, there are now all the way from four to seven, and as a result

Prices are Badly Cut,

and out of the seven stores handling bicycles, not more than one will claim, or can honestly claim a profit, and if that particular one that does claim a profit be an exclusive cycle store, before the last six months of this year have rolled around those profits will have been consumed by the lull in business which is sure to come to the cycle dealer. Of course, a great many of these parties, who handle wheels this year and find them not so profitable as was at first supposed, will decline to place any in stock next season, but on the other hand they will, in a great many cases, still retain their agencies, and very kindly supply their friends with wheels at the cost price at the factory, all of which goes toward demoralizing any local trade some good hustling dealer might work up. Or even if these many unsuccessful agents of this season discontinue entirely, there are others who will be ever found ready to take their places.

There is Only One Remedy

that the writer has ever heard suggested, and that is in a cycle trade association among the retail dealers. State associations of retail dealers would be found very successful, and this association could dictate just how many dealers any one city would stand, and by a concerted action the association could at least suppress these pocket agencies from getting any of the leading makes of wheels, or else, by a rigid observance of the association's rules, such a firm as might decide to place their agencies indiscriminately might easily be boycotted into submission. This may sound like an unnecessary step, but after a careful study of the retail cycle trade, it is more than apparent to me that something must be done, and that too, before another season has passed or even commenced. Of course there are points that do not at present see the need of such an association, but those who see it now perhaps did not last year. To the legitimate manufacturer and jobber, a cycle trade association among the retail dealers should prove a benefit. There is hardly another branch of business which does not now have its state associations, and a great deal of good has been done by these associations in generally

Elevating the Trade in Their Particular Line.

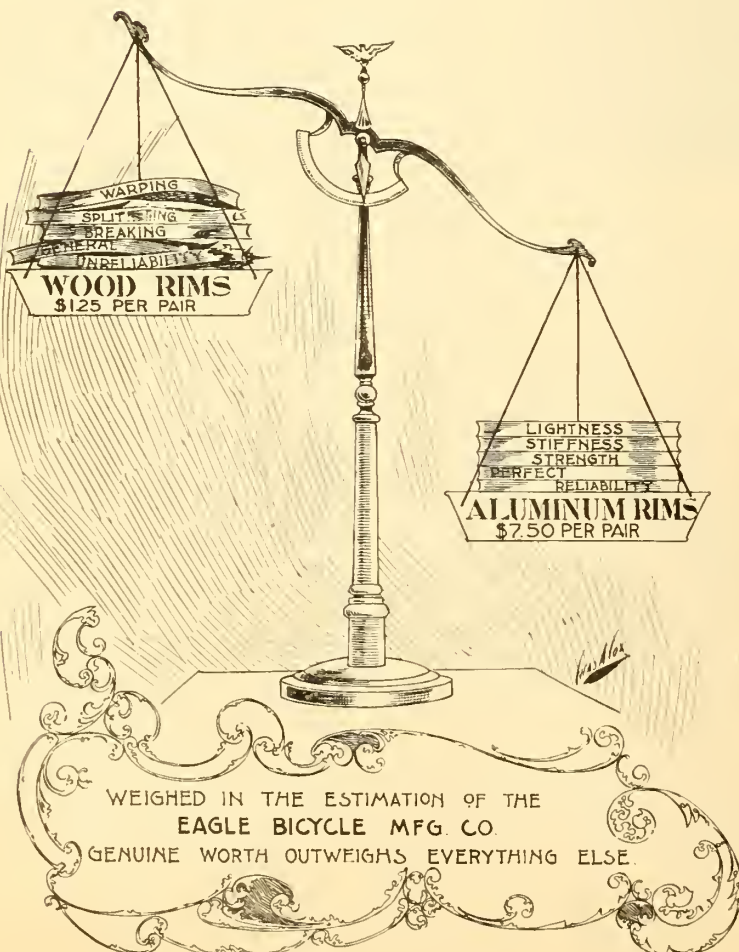
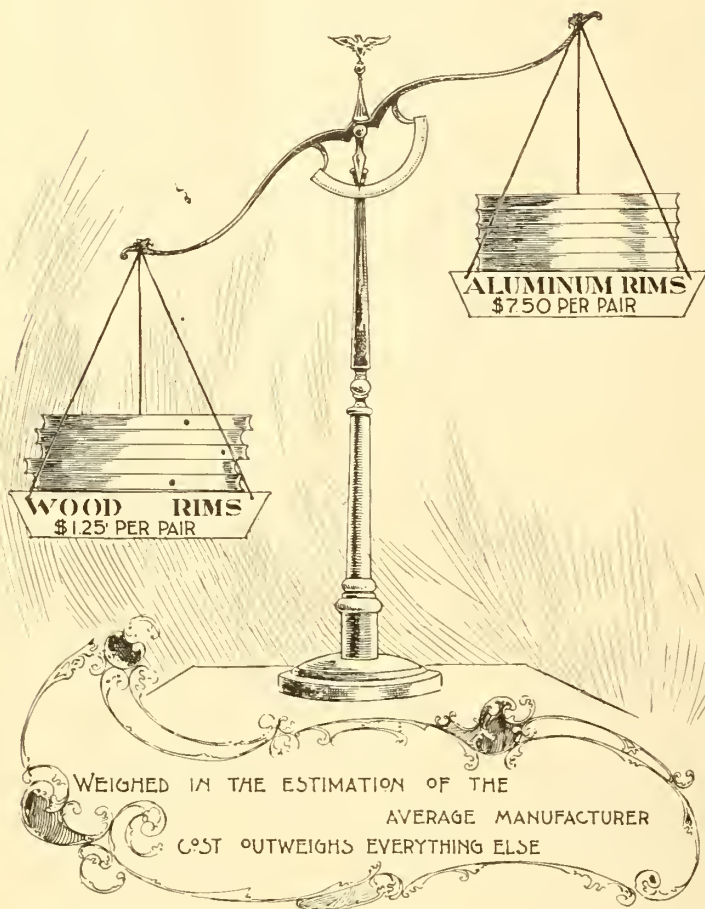
No two branches of business are more closely allied than the buggy business, and the sale of bicycles. The two lines really are too closely allied to be found very successful in all cases when handled by the same party, although some of the best bicycle dealers are also carriage dealers. Take a city of ten to fifteen thousand inhabitants, one that will support well a good exclusive buggy and implement house, and even though there may be a few hardware houses found handling buggies, the trade will be almost entirely confined to the line in which it belongs, and a buggy house who can not procure an agency for its goods would never think of going to a drug store, jewelry, book store, clothing store, furniture store, undertaker, grain store, railroad agent, hotel proprietor, or in fact, any kind of a business house, to say nothing of the lawyers, doctors, clerks, and pocket agencies, in general, who under the present condition of affairs may be looked for as bicycle agents.

Just as soon as one firm goes into the bicycle business and makes anything like a success of it, there are a dozen more who will take any agency that is offered them, and while the number of wheels in the aggregate is larger, there is practically no profit to any of the many dealers.

"EL. SUB."

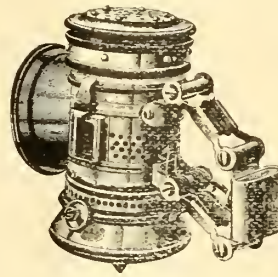
C. J. Whipple's eastern agent is C. J. Root instead of C. J. Coit as stated in THE BEARINGS.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
OUR CYCLISTS' DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.
MORGAN & WRIGHT
CHICAGO



The "Searchlight."

We are in receipt of a handsome lamp from the Bridgeport Brass Co. It is certainly a beauty. It is finely nicked, and is one of the neatest we have yet seen. The Searchlight, as it is called, weighs about one pound and burns kerosene oil. It has a strong reflector and gives a steady light that burns for hours. One good point about it is it will not jar out when going over street-car tracks or other obstructions. The lamp should meet with a ready sale wherever introduced.



Webb Tires Score.

Webb tires were ridden by the winner of the Elgin road race. The second man in also rode them, as well as three others inside of the first ten finishers.

Texas State Meet.

Attend the Texas state meet at San Antonio, Texas, on July 3, and 4, \$1,200 in prizes, two Class B events, with high-grade cycle for first prize in each, watches and diamond for second and time prizes, special prize for fastest mile during meet. Entries close June 26 with B. G. Barnes, chairman, San Antonio, Texas.

Will Handle Puncture-Proof Bands.

The Chinnock Pneumatic Tire Co., 9 and 11 West Broadway, New York, have been appointed the American and Canadian distributing agents of the puncture-proof bands, manufactured and patented by the Puncture Proof Pneumatic Tire Co., of London, Eng. Mr. W. A. Vincent, the London, representative, who has been in this country for some weeks, has just returned to England in order to be invested with plenary powers to prosecute the infringers of their patent in this country. The bands sell at \$5 per pair, and being waterproof are everlasting. They do not slow the tires, or affect the resilience, and the agents state that they will refund the money paid should the bands not prove to be all they claim.

Palmer Going Abroad.

John F. Palmer, president of the Palmer Pneumatic Tire Co., sails for England next Wednesday. He will be gone for two months and will combine business with pleasure. Mrs. Palmer will accompany him.

Otto Newman rode from Winona, Minn., to La Crosse, a distance of forty miles, in 2:12:00, May 27, reducing the record from 2:55:00, held by Will Codman, of Winona. This road is a very poor one on which to make a record, as some of the hills are too steep to climb with a wheel and the descents too abrupt for rapid riding. Newman's mount was a Sterling, which came through without a scratch.

J. C. Maurer, of 76 State street, Chicago, is doing quite a business. He has a number of good wheels which he is selling at very low prices.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton,

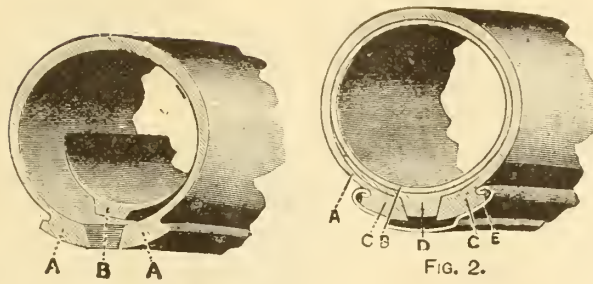


Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge by "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting,

which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

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Mention The Bearings.

LOCAL SHOW AT PHILADELPHIA.

PHILADELPHIA, June 16.—The suggestion that a local cycle show which might possibly develop into a national affair be held here has been warmly received. If held at all it will probably be entirely under the direction of the trade. As the expense will be borne by the manufacturers and dealers who buy space, it is thought equitable that any surplus at the close of the affair should be divided among them pro rata. While a majority of firms are heartily in favor of the proposed exhibition, which, as a national affair in former years, was a pronounced success, one or two are opposing the project on account of the expense. It is not thought probable, however, that they will be able to prevent the holding of the event. Although it is as yet a little too early in the season to begin the arrangements for the show, considerable talking is being done, and the local press have taken hold of and are broaching the subject in a lengthy manner.

Official Handicapper, Abe Powell, of the Pennsylvania division, who a few months ago accepted the position as manager of the bicycle department of the Donlevy Hardware Co., has severed his connections with that firm, and will hereafter be found with the Pennsylvania Bicycle Co., at Broad and Arch streets.

The Result of the Seventh Annual Century Run

from Newark, N. J., to this city, last Saturday, was most gratifying to the local tradesmen, who were well pleased at the excellent showing made by the respective wheels handled by them. Nearly every make known was represented, and the merits of these machines received a most thorough test. The roads were in some places fairly good, while in other sections they were almost impassable, and it took some very hard pushing to accomplish the 101 miles. An idea of the poor condition of the roads may be gained from the fact that many good riders had to dismount several times and walk some distance. Last year there were many accidents and break downs, but this season the number of casualties was much smaller, showing the vast improvement made in that space of time. The Spalding wheel certainly made a great record for its owners on this run, and there were probably more of this make than any other. The wooden rims stood the test bravely, and not one was injured in any way. The Victor wheel was also well represented, among the riders being George Bolton and S. H. Bilyeu, both of whom are connected with the Overman company's local branch.

Frank Silvers made the trip on a League chainless wheel. He was the first to arrive in Philadelphia, having left Newark on schedule time and reaching the Quaker city shortly after 2 o'clock. Two riders, mounted on Clevelands, also made a commendable record. They left Newark at 4 a. m. and scorched all the way to this city, which they reached at 3:10 p. m.

The H. A. Lozier Co., of Cleveland, Ohio, manufacturers of the famous Cleveland wheel, bought out the Central Cycle Co., of 1724 26 North Broad street, last week, and will now operate the establishment as their eastern branch house and office. The Central company were for several years the local agents for the Cleveland wheel, and in that time succeeded in putting that machine at the top notch of popularity in this city. For some time past the gentlemen composing the firm have been engaged in other business and did not find time to give their attention to both. So negotiations began between the two concerns, and last week Mr. Lozier came to this city and

Secured Control of the Central Company's Business.

purchasing all the stock and fixtures. Under the new management the Cleveland wheel should be brought before the local cycling public more than ever before. Mr. J. R. Maloney, who was connected with the old firm for a number of years, has been appointed manager.

Joseph Estoclet, one of the fastest road riders of this city, who for some time past has been connected with the Globe Steam Heater Co., who handle the Sylph, Derby, and Overland wheels, has severed his connection with that firm and is now employed by the Union company at their local branch.

The Wright-Walker Co., of 17 South Eighth street, who are the local agents for the Munger, Eclipse, and Wilhelm's wheels, report a brisk trade

for this time of year. M. J. Bailey, formerly with the Union Cycle Co. and the man who rode from this city to New York and return, following the coach, is now connected with the firm's forces.

The Michigan Mfg. Co. have created a local agency at 23 North Thirtieth street, under the management of E. A. Richwine. Their wheel, the Emperor, is being pushed on the public with much success.

A few weeks ago Frank N. Dampman, the eastern agent of the Sylph, Derby, and Overland wheels, issued a challenge offering to back a team selected from his employees against a like team from any of the local cycling agencies, in a five or ten mile road race. Not having received so many answers to this declaration he decided to extend his challenge, and is now willing to race against any team in the country, where the competitors are strictly employees of bicycle houses. Mr. Dampman will himself be a member of the team, and his companions are all looked upon as being in the first-class of road riders. There is now some talk of a race between Dampman's team and one from the Union company's store. If there is a race some fine pedal pushing may be expected.

The League Chainless Wheel

is receiving quite a reputation in this city since Frank Silvers rode one of these machines on the century run last Saturday, being the first man to reach Philadelphia. After the excellent showing made by both the wheel and rider, H. Le Cato, the local agent of the machine, offered to give a prize of \$50 to any man who can defeat Silvers in a similar ride. This offer created quite a sensation among the local wheelmen, many of whom do not believe Silvers to be a world-beater. There were plenty of answers to this challenge, but owing to family reasons Mr. Silvers was compelled to withdraw from taking a part in the race. Le Cato, in a sportsmanlike manner, then modified the conditions, and he now offers a \$50 gold watch or silver cup to any wheelman who will ride a League chainless safety over the century run route in less time than Silvers accomplished the distance in. Silvers can be identified at no less than ten stopping places along the route. He rode with the survivors to a point between Newark and Orange, when he went ahead of them and scorched all the way to this city. He made the trip in 6:55:00 actual riding. Mr. Le Cato's modified challenge found a ready acceptant in James K. Langley, of the East End Wheelmen, who rode over with the coaches on their recent trips. Mr. Langley will go into training at once and will attempt the feat in about two weeks. Tellers will be appointed along the road, and the competitor will be checked at given points. The offer is open to all wheelmen, and as the list will be kept open all this week a number of other riders are likely to enter. The affair is creating a profound sensation in local circles.

A Thief Neatly Caught.

Mr. Thomas Clifford, of Los Angeles, Cal., was recently approached by a stranger who reported himself so "hard up" that he was willing to sell his Columbia bicycle for a small amount of money. He agreed to bring the wheel around for inspection. Two days passed and the man did not appear. On the third, however, he brought the machine, and Mr. Clifford quietly sent his son out the back way, summoned an officer and had the man arrested. Inside of an hour from the time the wheel was stolen, its rightful owner had it in his possession. Mr. Clifford has just received the Columbia reward of \$50 for recovering this wheel and causing the arrest and conviction of the thief.

The Hy-Lo Changeable Gear people, of New York, are much amused at a report that is going the rounds that a repairer in White Plains, New York, has taken off three of their gears because they would not work. Especially amusing is this as they have only two out, one in Jersey and one on Long Island. The factory and special machinery is ready, and in a week now, Mr. Rosenfeld states, the company will be filling their many orders.

It is rumored that "Andy" Cahill will manage the Puncture Proof Tire Co., of 58 Park Place, New York. W. A. Vincent, of this company, sailed for England last Sunday.

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THE BEARINGS

Vol IX
No 22

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JUNE 29, 1894.

MADE ROME HOWL.

The Races There Were Very Exciting—Johnson Wins a Magnificent Handicap, Defeating Sanger.

ROME, N. Y., June 22.—The Victor team, Taylor, Coleman, Graves, and Arnold, were very noticeably absent from the Rome Cycler's meet today, as was also Charley Murphy. They had gone to Philadelphia for the South End Wheelmen's meet Saturday. F. J. Titus was around in a racing suit, scratched and scraped to an alarming degree by his fall of yesterday, when Coleman crossed handle-bars with him in the mile open. Miller was also on his wheel for a short-distance ride. When he fell he struck on a handle-bar, jamming it into his side.

In the absence of all these men there was absolutely no team work and lots of close finishes with not a few surprises. Not to say that the Spalding men would do team work. Manager Young will not allow it.

The Rome Cyclers may be well proud of their meet. They had a perfect day, although it was so hot the press men fairly singed and could not smoke their accustomed quantity of cigarettes. There was little wind. The mile track was in unusually good shape. The oval has such sharp curves that the men could be clearly seen as they humped along the backstretch, their backs just



The circuit chasers.

above the waving daisies.

The Quarter-Mile Straightaway

made a great finish, and the kaleidoscopic changes were easily noted. Again Perrett was clerk of course, and performed his duties in his accustomed style. Today Perrett received a silver whistle, appropriately engraved, as a testimonial of his valuable services at Ilion, N. Y., on June 9.

Twelve races and two record-breaking attempts came off in less than 3 hours, and all were run in good time, excellent time in fact. Few, if any, time limits were placed.

The Lack of Team Work

in the Union team was shown in the first Class B event of the day—the mile open. Tyler and Sanger fought one of the most desperate finishes of the day. Sanger and Bald started it and Tyler, winding up with that fatal sprint of his, passed between them. Sanger then engaged Tyler and the way the two rode was a caution. Tyler got the decision and the \$150, optional order, although all thought it a dead heat.

Johnson was in this race, but took a close fourth. Along the straight 200 yards from home Johnson made a dare-devil attempt to get into the swim. He jumped from the outside to the pole through a gap and clearly

Crowded Kennedy Into the Fence.

The Chicagoan protested Johnson, but as the latter did not win a prize little attention was paid to the protest. Kennedy finished fifth.

There was a field at scratch in the mile handicap that has not been equaled before this season. The cracks do not care to come up for handicaps, but Sanger, Tyler, Johnson, and Bald toed the mark in this race. Murphy was at 25, Kennedy 50, Callahan 65, Brandt 95, and Cleveland at

140 yards. It was clearly a race of the scratch men. Tyler began to hustle at once. Sanger could not get under way as quick. Bald followed Tyler, and Johnson fell in behind his great German rival.

Tyler Gained One Hundred Yards

in three-eighths of a mile; Bald, with his brown legs, followed closely. Sanger showed no team work when he pulled Johnson up to the field.

Down the stretch the men fought and Johnson gained a lead, which he held to the tape, defeating Bald a length, Kennedy sailing in serenely ahead of Tyler. Johnson's time was 2:14³/₄. Sanger was disgusted with himself and slowed down to the tape.

"The bloody Indian," said one of the trainers, "to allow Johnson to take a toboggan slide behind him."

Sanger, Kennedy, Bald, Callahan, Cleveland, Brandt, and C. M. Murphy, started in the half-mile open and Bald defeated Sanger a half length in the desperate finish, a half foot only ahead of Kennedy.

Sanger, paced by C. M. Murphy, Kennedy, Bald, and Tyler, rode a mile in 2:04, breaking the state record of 2:06³/₄. Johnson rode a half in :58³/₄, but the timers failed to catch him correctly. Private watches gave the time, which undoubtedly is accurate. Murphy and Callahan, on a tandem, paced Johnson as long as they could carry him.

F. J. Jenny Won Four Races.

the mile open (A), and quarter, half, and mile Central New York championship. Jenny is a horse. He also started in the two-mile handicap, but could not overtake the long lead of Palmer, the local man, who also won the mile handicap from a long lead. The joke is on Benjamin and Murray, of the S. A. A., Syracuse. They were the only starters in the mile tandem, and kindly allowed Pendergast and McTaggart, of the C. C. C., Syracuse, to start. The race was for blood from the start and the C. C. C. men won by a length only, walking off with a \$50 optional order.

Helfert today joined the Spalding team. His father was in Rome today looking for the blood of the man who "squealed" on his boy for trading prizes and threw him into Class B.

Chairman Raymond will look carefully after those who won optional orders today (orders calling for their value in goods bought anywhere), and besides seeing that the men spend their money properly, will refuse sanctions for future race meets giving cash prizes.

Summaries:

One-mile novice.—H. M. Lamon, first; H. M. Scovel, second; O. C. Tuttle, third. Time, 2:34³/₄.

One-mile tandem, Class A.—Pendergast and McTaggart, first; Benjamin and Murray, second. Time, 2:38³/₄.

One-mile open, Class B.—H. C. Tyler, first; W. C. Sanger, second; E. C. Bald, third; J. S. Johnson, fourth; W. F. Murphy, fifth; A. D. Kennedy, sixth; C. H. Callahan, seventh; O. S. Brandt, eighth. Time, 2:32.

One-mile open, Class A, for one-legged riders.—J. B. Cunningham, first; F. S. Beedleson, second. Time, 3:18³/₄.

One-mile open, Class A.—F. J. Jenny, first; G. W. McTaggart, second; G. R. Thrall, third. Time, 2:28³/₄.

Quarter-mile, Central N. Y. state championship, Class A.—F. J. Jenny, first; E. W. Murray, second; H. S. Higgins, third. Time, :31³/₄.

Two-mile handicap, Class A.—F. W. Palmer, 220 yards, first; A. F. Senn, 200 yards, second; W. S. Burke, 140 yards, third; F. A. Foell, 55 yards, fourth; L. A. Callahan, 35 yards, fifth. Time, 4:40³/₄.

One-mile handicap, Class B.—J. S. Johnson, scratch, first; E. C. Bald, scratch, second; A. D. Kennedy, 50 yards, third; H. C. Tyler, scratch, fourth; O. S. Brandt, 95 yards, fifth. Time, 2:15³/₄.

One-mile Central N. Y. championship, Class A.—F. J. Jenny, first; A. J. Pendergast, second; F. W. Fisher, third; C. A. Benjamin, fourth. Time, 2:31³/₄.

One-mile handicap, Class A.—F. W. Palmer, 130 yards, first; A. B. Curtis, 155 yards, second; M. Allen, 150 yards, third. Time, 2:14³/₄.

Half-mile open, Class B.—E. C. Bald, first; W. C. Sanger, second; A. D. Kennedy, third; C. H. Callahan, fourth; O. S. Brandt, fifth; W. F. Murphy sixth. Time, 1:10³/₄.

Half-mile Central N. Y. championship, Class A.—F. J. Jenny, first; H. S. Higgins, second; A. J. Pendergast, third. Time, 1:32³/₄.

JOHNSON, 1:56.

The Minneapolis Boy and the Waltham Track Now Hold the One-Mile World's Record—How the Deed Was Done.

WALTHAM, MASS., June 26.—John S. Johnson broke the one-mile flying start record at the Waltham track this afternoon when he circled the oval in 1:56. He went forty-six feet six inches each second. The previous mark for the mile was made October 11, 1893, by Willie Windle at the Springfield half-mile track in Hampden Park.

The performance of Johnson meant more than the mere gaining for himself of the record. Considering all the adverse conditions, and they were very many, it was the most wonderful mile ever ridden on the wheel. It had been the custom of the men and teams of pacers who have made and held records in the past to go to the track and lie there for a week, or as long as it was necessary. They stayed there till there came a day just to their liking. Then when they were feeling fine, with all their pacers in excellent condition, and there was no wind and the sun was warm and bright, they would go out with a few men and make their records.

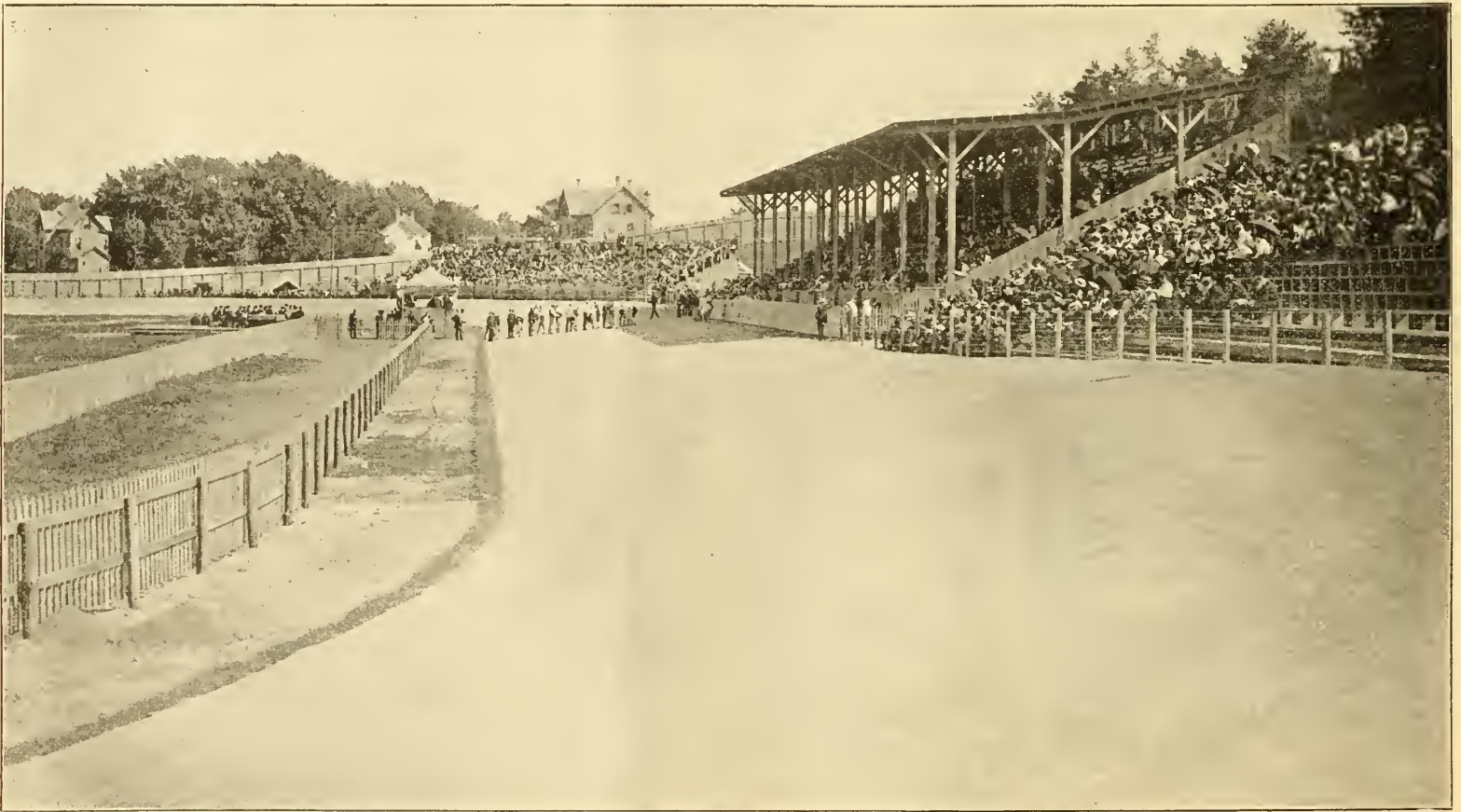
A week ago Johnson said he would like to go to Waltham to try for the record, and the only day he could spare from his regular circuit work was June 26. So he went to Waltham Monday with his team of pace-makers and the management hurriedly got up a race meet with three

judges he smiled at them and said he felt confident of making the mile inside the record mark. Johnson rides very easily and in fine form with, however, an almost entire absence of ankle motion; this does not seem to retard his speed.

Tom Eck was not ready to have him go the first time around, and so Johnson rode down the track, and at the upper turn met his first brace of pacers, Cutter and Callahan, where they had a brief consultation, still making for the tape, and then they squared away, the tandem began to go; Johnson laid down to his work, Billy Cochrane began to yell like a Comanche Indian to nerve Johnson up to his task, and they began to go for the tape. It seemed but a second before they had passed it, and the bang of the gun told to the spectators that Johnson was off on his

Still Hunt for the Mile Record.

And it was literally a still hunt. There was not a lisp or a whisper of sound from the grand stand; it was so still that the bearings of the singing wheels could be heard from the backstretch, where the men were bearing down on Eck, stationed at the half-mile pole, watch in hand, scanning his favorite, and calculating the chances. Then, as they passed him, he sang out, "Go it; you've got to go!" He knew they were away under record time there, but he is an old hand at this sort of thing, and he knew they needed all the encouragement they could get to make them go. Round the turn they



WALTHAM TRACK, WHERE JOHNSON BROKE THE RECORD.

events, as the rules of the Board require, and Johnson had to go for the record and take his chances as to the weather. As it proved, the weather was in no sense record-breaking weather, the clouds which had been gathering all day shut out the sun as the time drew near for the attempt and this deprived him of the warmth and encouragement which the sun gives a man when trying for record. There was

A Good Stiff Wind Blowing

on the stretch and straight against the man as he rode. The pacemakers who rode tandems were not used to riding this kind of machine and the Murphy brothers had not been on a tandem together for three years.

There were about seven hundred people gathered in the grand stand to see the trick done and the company included all the men prominent in the sport, in and about Boston, and the usual crowd of bicycle cranks who would rather see a race and a record performance than eat. The heats of the races were run off and the crowd got very impatient to see the famous Johnson, and when he came out to try the temper of the day with his pace-makers and rode round a few times, the crowd cheered lustily, but the wise Tom Eck said he guessed they had better pull off another event before Johnnie made the trial. So they ran another heat and then once more the gray body slid out from the dressing-room and rode slowly round to the tape. Near him were the Murphy brothers, on a tandem, and Cutter and Callahan on another tandem. Johnson was looking very fine and was apparently in the very best condition that it is possible for an athlete to be in. In fact he must have been, as his after work showed. As he slowly passed the

came, Johnson's body working like a beautiful machine. Said a man who saw the first mile ever ridden under 2:10, by Harry Tyler, at Springfield, "He doesn't seem to be working half so hard as Tyler was then."

Well, he came down by the tape for the first third, and he was shouting to his pacemakers at the top of his voice to "hit up the pace," and his front wheel was so near fouling their rear wheel all the time that there was scarcely daylight between them. The pacers did hit up the pace a bit on the turn and into the back, and Johnson never budged an inch, but stuck close, still running as easily and smoothly as a big driving engine. It was the scene of a lifetime, this perfectly trained human body working away so finely without strain or friction.

At the half the Murphy brothers caught him and it was a pretty pick-up, although with more training on the double they would have done it better. Then he came past the tape again and there was the same freedom from over-effort apparent in his work. Eck threw up his hand as they passed him at the quarter pole and started across the field to be

In At the Death.

But Johnnie was too quick for him. With a magnificent burst of speed that carried him way round the turn, he came into the stretch and beat out his pacemakers to the tape, crossing it a good ten feet in the lead. The timers jumped up and down in their excitement and the judges could hardly restrain themselves from hugging each other. It is strange what bicycle cranks will do under strong excitement. Once more he went round before he could curb the tremendous momentum he had acquired. Then when he

tumbled off his wheel into Eck's arms, Eck hugged him like a baby and called him all the beautiful names in the category. Then all the track officials and the racing men got in their work in the same direction and it was announced that "the fastest mile ever ridden on any track in the world was done by Johnnie Johnson in 1:56." Then the grand stand rose as one man and howled, while the man who did the trick vanished.

The times of the quarters were not caught, with the exception of the first one, which was :28 $\frac{1}{2}$. The officials of the trial whose names will go on the affidavit claiming the record are as follows: H. W. Robinson, referee; J. S. Dean, G. A. Perkins, C. S. Howard, judges; Fred Wood, John Graham and J. E. Saville, timers.

Lying on his cot in the quarters afterward, Johnson said: "Yes, I was feeling well and confident that I could do the record before I got onto the wheel. But there was a terrible wind blowing down that backstretch, and I am absolutely sure that with all the conditions of wind, sun, and better pacing, I can do the record here on this track in 1:50. I consider it without any exception

"The Fastest Track in the World."

This does not except Springfield. I shall try for all my records hereafter on this track."

Charley Murphy tried to break the two-mile record of 4:15, made by Tyler at Springfield from a flying start, but could not do it, as the wind had freshened. He was paced by Callahan and his brother on one tandem, and by L. Berlo and Cutter on another, Johnson taking him the final third. His quarters were, :29 $\frac{3}{4}$, :59 $\frac{3}{4}$, 1:31 $\frac{1}{2}$, 2:03 $\frac{1}{2}$, next quarter missing, 3:10 $\frac{3}{4}$, 3:47 $\frac{1}{2}$, 4:20 $\frac{1}{4}$.

A. W. Porter, who tried to lower his Class A record for a flying mile of 2:06 flat, did not succeed, owing to Haggerty's poor pick-up. Winsor and Williams both paced him a third, and he made the distance in 2:07 $\frac{1}{2}$.

Billie Murphy started to go for the ten-mile record, but was stopped at the end of the second mile by Eck, who thought it impossible, as the wind was too cool. Mr. Martin and Mr. Wettergreen had a coasting match round the track. Won by Mr. Martin. The summaries of the racing events are as follows:

One-third mile, Class A, first heat, six starters.—E. H. McDuffee, first; John Bianchi, second; C. G. Williams, third. Time, :45 $\frac{3}{4}$.

One-third mile, Class A, final heat.—Seavey, first; Wettergreen, second; Haggerty, third. Time, :44 $\frac{1}{4}$.

One-mile invitation, Class A, first heat, six starters.—E. A. McDuffee, first; Nat Butler, second; W. F. Clark, third; C. G. Williams, fourth. Time, 2:50 $\frac{3}{4}$.

One-mile invitation, Class A, final heat.—McDuffee, first; Haggerty, second; Plantiff, third. Time, 2:40.

One-third mile consolation, Class A, final heat.—L. A. Callahan, first; John Bianchi, second; F. Mayo, third. Time, :46 $\frac{1}{2}$.

Racing Men Will Take a Vacation.

All the racing men, great and little, will take a much-needed vacation. From July 8, following the New York meet, until July 17, inclusive, about forty men, racing men, trainers and managers, will be found at Hotel Norman, Ocean Grove, near Asbury Park. The Ocean House is but 10 minutes walk from the Norman and the ocean but 600 feet away. The Norman consists of three pretty Swiss cottages joined by verandas on first and second floors. Home comfort and good home cooking is put up by Mrs. Carrie Priest, proprietress of the Norman. Mrs. Priest will set a special table for the cycle visitors and devote her energies to their comfort. Tom Eck, wife and baby, Sid Black and wife, Charley Murphy and wife, F. Ed. Spooner, wife and baby, Walter Sanger, Harry Tyler, John S. Johnson, C. H. Callahan, and Trainers Dumbleton and Webb will occupy one entire cottage. Manager Sidwell, Manager Asa Windle, Eddie Bald, Trainer Green, Manager Wells, Trainer Young, F. J. Titus, E. F. Miller, W. H. Helfert, Manager Culver, Trainer Buckley, A. D. Kennedy, W. W. Taxis, W. M. Murphy, Trainer John Gray, O. S. Brandt, Trainer McCarthy, W. H. Mulliken, and a half score more, including W. M. Perrett and sister, who is on a visit from England; Henry Goodman, child, and nurse, Misses Flora and Katie Spooner, Mrs. Spooner, several Philadelphia newspaper men, and Jordan, of the Royal Co., will be in the party. The Victor team may also be there.

At the request of the racing men a letter was written to Chairman Raymond asking him to place no other dates but Asbury Park, July 12 and 13, between July 7 and July 18 (Baltimore), as the men needed a good long rest before taking their western trip to Denver and return. Mr. Raymond replied that he certainly would not sanction other dates and said that it must not be forgotten that, while race meets were going on, he also had to work and that he should take a needed vacation at Ocean Grove also.

The racing men will be allowed to relax a great deal in their training during a part of that time and will bathe and enjoy themselves among ocean waves and ocean breezes, as only racing men can.

"BEARINGS" AT QUINCY.

Roy Keator will represent THE BEARINGS at the Illinois division meet at Quincy, where he will be prepared to receive subscriptions.

President Luscomb Injured.

NEW YORK, June 27.—President Luscomb, while out horseback riding last Saturday, was thrown from his horse and injured. His head was severely cut, but the League president is not in a dangerous condition.

SANGER BEATEN AT PHILADELPHIA.

PHILADELPHIA, June 23.—Few of the good men came down for the South End Wheelmen's race meet at Tioga track today. The Union, Victor, Spalding, and Rambler teams were represented by Sanger, Tyler, Helfert, Taylor, Graves, Coleman, Arnold, Brandt, and Mulliken, and E. E. Clapp, of Washington.

The day was a hot one, 100 degrees in the shade, so a local paper said, and it seemed more. The attendance was close to four thousand. Tioga track is hardly the track to draw the fast men. It is banked low and has dangerous turns, which heavy men of the build of Sanger and Tyler can not negotiate safely.

All rode carefully today, and no falls of Class B men marred the day. Some of the "Simon Pures" came down though. It was expected Taxis would make his initial appearance after his fearful fall at Plainfield. He had been on the track training once or twice. But Taxis, the red-hot local favorite, would not enter if C. M. Murphy's entry was accepted, and the committee could hardly refuse to take Charley's entry. Murphy merely entered to show Philadelphia people, who all believe he caused Taxis' terrible fall, that "there was no frost," as he expressed it.

Murphy was taken with a severe bilious attack during the morning, and could not have ridden if he had wanted to.

Sanger and Tyler Rode Carefully,

and both were beaten by Ed E. Clapp, of Washington, Sanger in the heat, and Tyler in the final of the third-mile open. Clapp had been protested, however, by letter from Washington to Mr. Gideon, for alleged foul riding there. Sanger was beaten at his game of lying back until the sprint, and then sprinting by the field. He could not get away on the low turns and when he rounded into the homestretch nearly fell.

In the mile open Sanger took and held the pace for a mile, winning by a half length from Mulliken, the Baltimore rider. Brandt ran third. The time limit of 2:35 was not reached, but the referee allowed the race, as

Sanger Set All The Pace.

Taylor, 30 yards, was the back-mark man in a field of five starters in the mile handicap and won, Brandt, the Tiffany engraver, humping in a good second.

In the final of the Class A mile open, "Riverside" Smith claims to have not been called out. His protest did no good, although four witnesses signed affidavit that no call was made in Smith's tent where they were. At Rochester Chief Consul Luscomb, of the New York division, ordered a race run over and took prizes away from Sanger and Bald on just this point, and Smith will protest the case. C. W. Krick and C. H. Measure ran a dead heat in the mile open, and in running it off Measure's tire went off like a pistol. The local and Class A races were all exciting, W. D. Osgood showing many good qualities in final sprints.

The Summary:

One-mile novice, final heat.—Chas. Church, first; R. E. Manley, second; Weise Hammer, third. Time, 3:01 $\frac{1}{2}$.

One-mile club handicap.—F. B. Marriott, scratch, first; W. A. Wenzel, scratch, second; W. Heenan, 60 yards, third; F. M. Dampman, 40 yards, fourth. Time, 2:30 $\frac{1}{2}$.

Third-mile scratch, Class B, first heat.—E. E. Clapp, first; W. C. Sanger, second; W. H. Mulliken, third. Time, :53.

Second heat.—G. F. Taylor, first; H. C. Tyler, second; W. H. Helfert, third. Time, :51 $\frac{1}{2}$.

Final heat.—E. E. Clapp, first; H. C. Tyler, second; G. F. Taylor, third. Time, :45 $\frac{1}{2}$.

Winner protested for alleged crooked work in Washington.

One-mile, Frankford Bicycle Club.—L. D. Castor, first; G. B. Cocker, second; W. M. Linn, third. Time, 2:43 $\frac{1}{2}$.

One-mile scratch, Class A, final heat.—Dead heat between C. W. Krick and C. H. Measure; Robert Weir, third. Time, 2:56 $\frac{3}{4}$.

One-mile handicap, Class B.—G. F. Taylor, 30 yards, first; O. S. Brandt, 70 yards, second; F. C. Graves, 40 yards, third. Time, 2:47 $\frac{1}{2}$.

One-mile handicap, Class A, final heat.—W. D. Osgood, 65 yards, first; D. C. Griffith, 130 yards, second; J. C. Lindley, 130 yards, third; C. Church, 95 yards, fourth; Time, 2:19 $\frac{3}{4}$.

One-mile scratch, Class B.—W. C. Sanger, first; W. H. Mulliken, second; O. S. Brandt, third; W. H. Helfert, fourth. Time, 2:40 $\frac{3}{4}$.

One-mile local championship, Class A, final heat.—R. Parker Rich, first; W. D. Osgood, second; J. J. Diver, third. Time, 3:08. Osgood was six inches to the good at the tape, but the judges did not or could not see it.

One-mile, 2:40 class, final heat.—J. B. Corser, first; J. Grauch, second; J. A. Mead, third. Time, 2:39 $\frac{3}{4}$.

Vice-Consul Wood Resigns.

NEW YORK, June 27.—Vice-Consul C. W. Wood, of the New York division, has resigned his office, which he has held for four years. Dr. E. M. Santee, of Cortland, chairman of the road book committee, has been appointed to fill the vacancy.

The recent Chicago road race aroused so much enthusiasm along the route that Ravenswood citizens thought that they would like something more like it. Under the management of W. A. Norton, a number of races has been arranged for the Fourth. They are open to Ravenswood riders alone, and will be run on the road. In one of the races a high-grade bicycle is offered as a prize.

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GEO. K. BARRETT, EDITOR.

JOHNSON'S GREAT FEAT.

Record breaking has begun early in the season. Johnson has put the flying mile at 1:56. This was not done with horse pacemakers. It was not done on a mile track. It was not done on a particularly favorable day. In accordance with the present racing rules the attack on record had to be made at a public meeting, and this was done on the beautiful Waltham track. Johnson was paced by two tandem teams, and even at that did not find his pace fast enough, and was constantly calling on the pacemakers to make it hotter. At the finish he fairly beat the Murphy brothers out in a magnificent sprint. No wonder that Eck, the silver-haired trainer, went into an ecstasy of delight. Johnson has been a much-praised and a much-criticised man, but whatever his virtues or faults may be, there is no question that he is the speediest man against the watch today. It seems impossible to set any pace that he can not follow. Windle's mile in 1:56¹/₂, which until last Tuesday, stood as the best accepted record, was done on the Springfield track, where he had two less turns to make than Johnson had, and those that he did have, were easier. The only faster performances on record are those of Bliss and Dirnberger, at Birmingham, with horses as pacemakers. Their records were made on a mile track, and with the superior pacemaking taken into consideration, are not nearly as meritorious performances as that of Johnson.

Johnnie, we take off our hat to you.

CENTURY RIDING.

Century riding has become a great fad in some parts of the country. One hundred miles is not a severely long ride for a hardy wheelman who is in the best of condition, but it is hard to understand what any one can see in riding 100 miles for the mere sake of riding it. Still there are all too many wheelmen and wheelwomen who go out for centuries merely for the sake of saying that they have ridden them. Men and women who are not fit to ride the distance, do it to the ultimate injury of their health. One of the most liberally adorned members of the Century Road Club is a lad of seventeen. He will see the day when he will wish he had never seen a bicycle. The worst of all, however, is the ride of a little thirteen-year-old girl, who did her century last Sunday. When a case of this kind comes up it is time for the Humane Society to look into matters. We do not want to be thought alarmists, but we know from the medical authorities, from observation, from experience what over exertion will do. We know that no child of thirteen is fit to ride a century, particularly over the roads with which this part of the country is blessed. That this child's parents should allow her to make the ride is a matter of wonder. That her father should encourage it, and call at this office to make sure that the fact would be duly chronicled, is almost beyond belief, but deplorably true. Such perform-

ances as this do no good to the sport, and the less we see or hear of them the better we will feel.

RACING BOARD DISCIPLINE.

It is plain, as predicted in these columns, that the Racing Board is going to look after foul riders with a sharp eye. The Plainfield incident has been investigated and Wells, who was found to blame for the trouble, was suspended, while his stable companion, Titus, was disqualified for the race. The penalties were not very severe, but that was probably owing to the fact that there was some question as to the intention of the riders to foul their competitors, and to the fact that it was the first case of the kind under the new regime. It should stand as a warning to all competitors, however, for the penalties in the future will not be so light as in the past. What the Racing Board can do is exemplified in the suspension of G. E. Williams, of Pittsburg, for two years, for competing under an assumed name. Other racing men are warned not to compete with him under penalty of the same suspension. Mr. Williams will, by this time, have discovered that it does not pay to "monkey with the buzz saw," and others will do well to take warning in time. When the Plainfield incident was first given publicity, C. M. Murphy was given all the blame for the accident. It seems, however, after a careful investigation that the fault did not lay with him, and it is no more than justice to give his vindication by Chairman Raymond prominence.

THE CUBAN CHAMPIONSHIPS.

HAVANA, CUBA, June 17.—The championship of the Island of Cuba took place in this city today. It was run under the auspices of the Club Bicyclista de la Habana at their track in the Vedado. The day was delightful and when the first race was called, at 2 o'clock, the sun obligingly retired behind a cloud. There was nothing to mar the pleasure of the occasion. The programme was opened with a parade of all the riders twice around the track. The result of the races were as follows:

Six hundred meters, for boys under 12 years, five starters; won by Gonzalo Gonzales, in 1:24.

Twenty-five kilometers (or 18 miles 339 feet) championship of Cuba.—Jose Carlevaris, first, in 45:03¹/₂; Manuel Codina, second, in 46:00; C. Velasco, third, in 47:36; Antonio Cao, fourth; J. Pescador, fifth. The race was close and exciting all through. Everything seemed to be in favor of the racing men. The clouds obscured the sun and the air was still. Mariotte retired after completing twenty-two of the eighty-four laps, and Pescador after eighteen. Carlevaris took the lead from the start and kept it to the finish. The prizes for the race were a solid silver cup, and gold, silver, and bronze medals.

The third race was for boys and girls, and was won by J. Gali, who took four rings. The object of the race being to take rings off a support on a stick while riding.

Five kilometers for members of the Club Bicyclista de la Habana.—A. Mariotte, first, in 10:34; J. Pescador, second, in 10:37²/₅; C. Velasco, third, in 10:38³/₅. The prizes were gold, silver, and bronze medals.

Twelve-hundred-meter tandem won by Valasco and Albo, in 2:23¹/₅.

Ten hundred meters for Havana wheelmen.—C. Betancourt, first, in 2:21²/₅; A. Miro, second, in 2:21⁴/₅; T. Mas, third. The prizes were silver and bronze medals. This was the most exciting race of the meet. Betancourt and Miro kept side by side during the whole race.

The last event (rings) was open to all, and was captured by T. Mas, who took seven rings.

At the conclusion of the races the young ladies, acting as presidents of honor, made the presentation of the championship cup and the medals. The cup was a very handsome affair, standing eighteen inches high. It was of solid silver and made in New York. When Carlevaris received the cup he opened six bottles of champagne and filled it, and then handed it to the ladies who were acting as presidents of honor, and each one took a draught of the wine, and wished the winner and the club success in the future.

Sanger's Explanation.

SPRINGFIELD, MASS., June 25.—Sanger, speaking of his defeat by Johnson in the one-mile open at Rochester, N. Y., said: "As usual Johnson would not set any of the pace. He followed close on my wheel and made a jump at the finish, crossing the tape slightly in the lead." All through the race the other riders took turns in spurring ahead of Sanger, which rattled him slightly, because he prefers a steady pace from start to finish. Sanger has not been feeling well for the past two weeks, having been suffering from a severe cold and a stiff neck, from which he has not yet fully recovered.

Another thing happened to Sanger at Rochester. After riding in three races he retired to his tent and changed his clothes to leave the track, on account of illness. But he was ordered out to compete in the quadruplet race and compelled to ride in street clothes, under pain of disqualification by Chairman Raymond, who happened to be present.

LUTZ HAD NERVE.

He Has His Finger Amputated Without a Whimper—Exciting Races at Utica.

UTICA, N. Y., June 21.—Nervy people are born, not made. W. A. Lutz, the Buffalo cycle dealer, has nerves of the right kind; they are made of steel. At the Utica Cycling Club meet today he walked down the homestretch smiling as if amused at his hand which he held out before him. He had been in a fall, and a doctor who jumped the fence was surprised to find that this young man had had the little finger of his right hand pulled right out of the socket. He had caught it in the rear sprocket of some competitor's machine as he threw his hand out to save himself. And yet he smiled and when taken to the hospital and told that the entire bone to the wrist must come out, he wanted the operation performed without taking chloroform. The public cheered at the lad's nerve. And well they might. He had won the 2:40 class race in splendid style and the tandem race with Louis Callahan, the youthful twenty-five-mile road-record holder, as his partner, and taken second to Utica's favorite son, Jenny, in another race.

Four thousand people attended the races on an ideal day for racing, marred slightly by a stiff wind on the backstretch. This made exciting and hair-raising finishes and people liked it better; and four thousand people saw a race meet managed in a first-rate manner. Track and inclosure were kept absolutely clear. The editor of a local paper paid his way into the grounds, then into the grand stand front inclosure, but could not get through to the press stand, and did not until the day was half gone.

All had expected to see fast races decided in a sensational style by the great riders of the country, all of whom were present. The race of the day was

A Farce Comedy in Three Acts.

It was the half-mile open, on which a time limit of 1:10 was placed. The men hesitated about getting away. All played for position and jockeyed

ter of the track. Johnson was clear and won, closely pressed by Murphy, who beat Bald. The latter blistered his legs in the sun and broke the blister at Bridgeport. Salt thrown from the track worked in and the ankle has swollen so that Bald is quite lame. His legs look like Birdie Munger's used to when he used iodine to make him

Look Like an Indian.

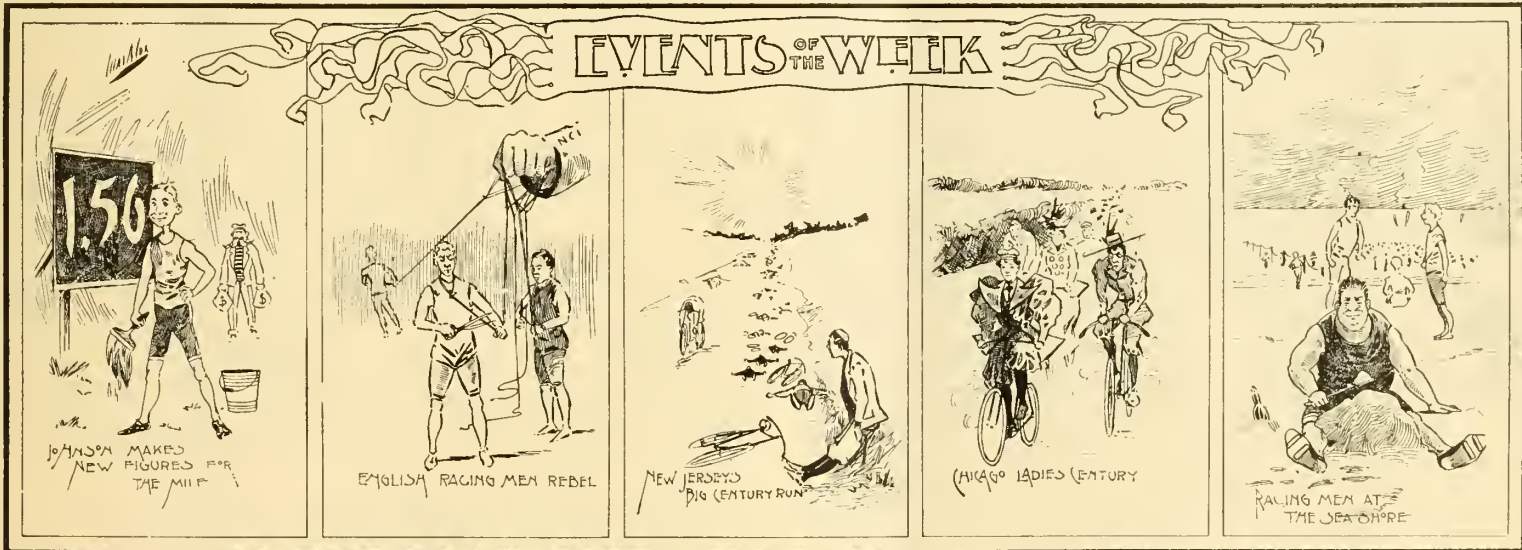
In the two-mile handicap the field came back 45 yards, putting Charles Murphy on scratch. Brother Will had 25 yards. Steenson, Class A as long as he could be, had 85. Brother Charles caught Billie, and together they nabbed the field. In the homestretch Steenson, after running Kennedy into or nearly into the fence, came out with a long sprint. Charley and Will were having it hot and heavy and when the three crossed the tape it was so close that it was thought to be a dead heat. The judges gave the decision to Charley; Billie, second, and Steenson, third. Steenson went so fast he careened against some one and went down like a log fifty yards from the tape, on the right side. Some one's pedal ripped his foot open, and Steenson will lay up ten days.

Between acts Sid Black gave one of the cleverest exhibitions he ever gave and was loudly applauded.

W. J. Helfert, of Utica, is under suspension for trading prizes, and Ray MacDonald stayed in New York to rest, so they say. Had MacDonald been present he would have had several of the tightest rubs that ever man got and probably would have been beaten. Jenny, the Zimmerman of Utica, and the New York Class A, rode grandly, winning the half-mile open from Lutz, the mile open from Fisher, and the mile handicap from scratch, in 2:19½. A few minutes after the last race Jenny came out for a half-mile record ride. Paced by Foell and the Murphy brothers on a tandem, he tied Johnson's New York state record, doing 1:02½. A nice little performance.

The Summary:

One-mile novice.—C. W. Smith, Utica, first; Mott Roberts, Utica, second; D. S. Earl, Syracuse, third. Time, 3:26½.



around until the backstretch, when meeting the wind, they stopped. It was merry going with the wind, and Bald and Sanger were having a hot argument, when Tyler got wound up into that final 100-yard sprint of his, passing both the men. Bald defeated Sanger, and Johnson was nowhere, having strained his wheel in the shove-off. The time was 1:18 and it was no race as far as getting the prizes went. All came out for the second attempt, and Sanger flew away in the wind, and with his big body acting as a good sail ran over the tape some yards ahead of Taylor, who was a length to the good over Johnnie Johnson. Then they came out for the third and deciding heat and were granted a pacemaker, who did not appear. Sanger, Bald, and Johnson played for position, while Tyler wound up tighter and tighter, finally unwinding into a good lead. Then Sanger, of course, refused to pace Johnson and Bald up to Tyler, and Johnson and Bald had the same

Scruples About Pacing

and getting beaten, so all rode leisurely down the stretch and engaged in a friendly setto at the tape. Tyler went ahead and won easily; Miller ran second and W. F. Murphy third.

It was poor satisfaction to the people who expected to see a battle royal. Sanger rode no more, saving himself for the mile trial for state record, in which he succeeded, doing 2:06½, paced by Tyler, Kennedy, Bald, and Wells, doing the first half in 1:04, the last in 1:02½.

Johnson was out for the mile open. The Victor team was out also with heads full of Leeming schemes. These resulted in disaster. The Stearns' team was jumping around in their yellow suits, and the Victor team made a pretty but, as it proved, dangerous contrast. Arnold and Graves had to pace Coleman out to a winning position. In getting there Coleman made the error of supposing he could touch handle-bars with impunity. He touched Titus and Titus fell. Miller went over Titus' leg, shot into the air and landed stomach down on his handle-bar. Tyler, coming strong, crossed over the fallen man's foot, lost his pedal and went careening off to the cen-

One-mile, 2:40 class.—W. A. Lutz, first; F. W. Fisher, second; F. A. Batchelor third; C. A. Benjamin, fourth. Time, 2:44½.

Half-mile open, Class B.—H. C. Tyler, first; E. C. Bald, second; W. C. Sanger, third; W. Coleman, fourth; W. F. Murphy, fifth; C. H. Callahan, sixth; F. J. Titus, seventh; E. F. Miller, eighth; F. C. Graves, ninth. Time, 1:18. No race.

Half-mile open, Class A.—F. J. Jenny, first; W. A. Lutz, second; E. A. Foell, third. Time, 1:14½.

Half-mile open, Class B, run over.—W. C. Sanger, first; Geo. Taylor, second; J. S. Johnson, third; A. D. Kennedy, fourth; E. F. Miller, fifth; H. R. Steenson, sixth. Time, 1:19½. No race.

One-mile tandem, scratch, Class A.—Lutz and Callahan, Buffalo, first; Benjamin and Murray, Syracuse, second; Ackerman and McTaggart, Syracuse, third. Time, 2:35½.

Half-mile open, Class B.—H. C. Tyler, first; E. F. Miller, second; W. F. Murphy, third; J. S. Johnson, fourth; W. C. Sanger, fifth; E. C. Bald, sixth. Time, 1:06.

One-mile open, Class A.—F. J. Jenny, first; F. W. Fisher, second; Louis Callahan, third; C. A. Benjamin, fourth; C. F. Ackerman, fifth. Time, 2:35½.

One-mile open, Class B.—J. S. Johnson, first; C. M. Murphy, second; E. C. Bald, third; H. C. Tyler, fourth; George Taylor, fifth; F. C. Graves, sixth. Time, 2:31.

One-mile team race.—Pendergast and Fisher, Syracuse, 10 points, first; Higgins and Palmer and Noonan, Rome, 5 points, second. Time, 2:34½.

Two-mile handicap, Class B.—C. M. Murphy, scratch, first; W. F. Murphy, 25 yards, second; H. R. Steenson, 85 yards, third; A. D. Kennedy, 25 yards, fourth; F. C. Graves, 75 yards, fifth. Time, 5:19½.

One-mile handicap, Class A.—F. J. Jenny, first; F. A. Batchelor, second; F. A. Foell, third. Time, 2:19½.

The Clover Bicycle Club's first annual five-mile road race was run Wednesday morning from the pavilion in Washington Park, Chicago. There were eleven starters and the race was won by R. Beale, a 1:30 man, in 14:20. W. M. Breckenridge won time in 13:05.

The Rockford (Ill.) Cycling Club will give a tournament on the Fourth of July.

LIBEL ON ZIM.

French Papers Insinuate That the American Has Been Bribed to Throw His First Race—Linton the Hero of the Hour.

PARIS, June 12.—A letter written by Director Baduel, of the Velodrome-Buffalo, to a track manager in Geneva, Switzerland, intimating that Zimmermann was not training conscientiously, has stirred up a little tempest. Baduel, it is alleged, expressed himself as being displeased at Zimmermann's training, or rather at his disposition to "have a good time" at the expense of his getting into racing form. It was in connection with the project of Baduel's bringing to Geneva, for June 24 and July 1, Zimmermann, Wheeler, Baras, the brothers Farman, and others for a tournament.

Baduel declares he did not say anything of the kind, and Zim is out with a letter to the daily press, in which he seeks justification or a fight. "I'll go down and clean out that office, if they don't set me right in the matter," declared Zim.

It is doubtful whether the "Skeeter" is indulging himself, as far as luxuries are concerned, any more than he was accustomed to do in America, but the people here can not fathom the cause of

His Slowness in Getting Fit.

It has been a long wait, and still Zim does not say when he will be ready. He undoubtedly knows more about his proverbial spring slowness than do the directors of the French tracks, and he does not propose to throw away his chances at the start.

A feature of the little scandal was that Zim was to receive, from nobody knows who, 2,000 francs or more, to throw the first race. Zim hardly deigns to take the statement the dignity of an answer, except to say that it is a lie, with a capital D.

The weather has been very unpropitious—unheard of for France, so the



On the Bois du Boulogne, Paris.

natives declare, and training has been carried on between showers, and in very chilly weather. Wheeler's legs will not go at all in cold weather, and Zim declares he will not bare his limbs when the winds are so cold.

Of course, it can be safely said that Zimmermann is not yet in his proper form. If he were in condition, such as he would like, he would be on the track doing his best, for nobody appreciates more than he does how eagerly his appearance is being looked forward to by the public. He knows, too, that his work is very apt to be cut out for him, at the beginning, at any rate, as sharply as it was in the states, not because of the presence of the fast riders, but because Buffalo track, with its five laps to the mile, is virtually a "trick-rider's track." Although Zim is doing all his training on the Buffalo, and should, therefore learn it thoroughly, the Frenchmen have the advantage of having been "born and raised" to that style of arena, and furthermore, there are certain situations possible in its banks and curves, wherein even the best man can have no chance whatever.

Linton, the well-known English long-distance sprinter, is

The Latest Hero in Paris Cycling.

Sunday, June 10, he defeated Dubois and Guerry in a fifty-mile match race, winning from the veteran by a lap, and from Guerry by seven laps. The time was not fast, but that was perhaps owing to the peculiar arrangement by which it was understood that pacemaking of the "individual" kind would not be allowed. That is, pacemaking in which systematic efforts would be made to pull away this or the other man at the start of the race was barred.

It was understood that the rule was so agreed upon by Linton and Dubois, they being somewhat afraid of each other and rather indifferent as to Guerry's chances. Notwithstanding the rule Linton did pull away from Dubois, after they had both shaken Guerry off, and by following a tandem for two and a half laps at a terrific pace got away from his main opponent

by many lengths. He soon had a lap on the Frenchman and the latter had not the "go" sufficient for regaining his lost equality.

Guerry had been tipped by many as the probable winner, and the chief guesser of the Paris Velo placed the finish, Guerry, Dubois, Linton. His prophesy needed a complete reversal when the tape had been crossed. Guerry rode with a gear that, for Buffalo track, was comparatively low, and the pace of the tandems, with their eighty-five and ninety gears, pumped him out at less than half way.

Linton's Speed Multiplication

was between that of Guerry and Dubois, the latter coming out with a seventy-four, which proved a treadmill for him before he had gone far.

After half the race was over there could be no possible doubt as to the probable winner. Linton could have passed Dubois at any time, but made no move until instructed by his trainer. "Choppy" Warburton looked after Linton, and Buffalo oval seldom contained as exuberant a specimen of accent and eccentricity as was he.

"Choppy" said Linton, Linton, first, last, and all the time, and now he is a much-looked-up-to individual in Paris. Linton, if he competes, is thought to be a likely bidder for the 24-hour Bol d'Or race, June 24.

Lehr, the great German rider, is now in Paris, having just arrived from England, where he failed of permission to ride in the championships at Aston. He is a very much disgusted German and he heaps imprecations upon the officials of the N. C. U. He advises THE BEARINGS' correspondent that the license was refused because of his failure to send his entry in early enough, but everybody understands that his amateur status was the point on which the refusal was based. He declares

He Is a Spotless Amateur.

"Will you turn professional after this affair in England?" the champion of the Fatherland was asked.

"Naw, I teenk not. There ees not enough professional in Charmany."

"Do you think you will ever turn professional?"

"Yase, I teenk aboutt naixt year ve haf blenty professional in Charmany."

"But why not join the pros and ride here in Paris?"

"Oh, my beesiness ees in Charmany."

And yet Lehr is an amateur. His riding, while training at Buffalo, is of the laborious style, leading many of the observers to say that Paris now has a half dozen men who can beat him. He is a Samson in strength and can stand any amount of hard plugging. He and George Banker are likely to have a tilt against each other in an amateur race soon.

Lehr "Roasts" the N. C. U.

Lehr has addressed the following letter to the licensing committee of the N. C. U.:

I want to express my disgust at the treatment you accorded me. I did not know that a license, more than the amateur credentials I hold, was necessary until my arrival in England. But I received no reply to my application until on the grounds prepared to ride, when I was informed I could not do so, even though offering to ride any make of machine or tire the officials might name. I went to England prepared to meet the amateurs of all countries in what is considered the world's championships, and, as I have been prevented from riding, I challenge any amateur in England to meet me on any track in Austria or Germany in a mile race for honor. I can give the assurance that any licensed amateur of the N. C. U. will be treated as a gentleman amateur. Signed,

AUGUST LEHR.

Barden, the English rider, recently won the lap-competition prize at Buffalo from a field of a dozen or more. The weather was raw and his time was no better than 25 seconds flat for the 333½ meters.

"Billy" Martin won fourth in the Bordeaux 6-hour race, his superiors being Soibud, the winner, Huret and Lumsden.

Crook's latest performances were a second and third at Rheims, in the swift company of Baras and Maurice Farman.

J. M. ERWIN.

California Record Breaking.

SAN JOSE, CAL., June 16.—This has been a record-breaking week for San Jose racing men. On Thursday Wilbur J. Edwards lowered the world's record for one-eighth of a mile, standing start, from 16½ seconds to 16 seconds flat. R. L. Long, of the Rambler team, held the old record, having made it at Stockton three weeks ago. On Friday, Oscar Osen, of the Garden City Cyclers, lowered the coast record for one-third of a mile by 1½. His time was 42½. The old record was held by Long.

The *Pacific Cyclist* is advocating a twenty-five-mile road race from this city to Gilroy. This stretch of road is one of the finest in California and runs parallel with the railroad. The Garden City Cyclers have taken the matter in hand and propose to make it the finest road race ever held on the Pacific coast. Observation trains will follow the racers, so that every move in the great struggle can be seen by the spectators.

Otto Zeigler, "the little demon," will go for the five-mile coast record shortly.

Riders in Rochester are privileged to ride on the cinder paths outside the business district providing they pay a license of 25 cents. Of this amount 15 cents goes for a tag and the balance to the city. The tag is a nicked band with a number in black and must be attached to the right handle-bar so that when pedestrians are run into they can identify the rider, who is responsible for the accident. Sidewalk riding is only allowed in streets where there is no asphalt or brick pavement. A cinder toll path runs four and a half miles to Charlotte, built for the wheelmen, on which a toll of 5 cents is exacted.

Again the Tire

TWO WEEKS AGO we spoke of the **Waverley Clincher** as being, without exception, the Best Tire in the world. We are more and more convinced of the truth of this statement every day. It is light, resilient, and wears like iron; can be detached and repaired in less time than any other tire ever made. Does not leave the rim after being punctured. Read the testimony of Mr. Adams, who, after a puncture, rode a flat clincher for eight miles in the Elgin-Aurora road race and finished fourth.

MORRISON, ILL., JUNE 18, 1894.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: Enclosed you will find clippings from the Elgin papers, giving some of the particulars of the Elgin-Aurora road race. You will see that I was unfortunate in having a puncture when eight miles out, but that does not stop the Waverley. I rode from Wayne to Aurora on a perfectly flat tire (front tire). The tire did not leave the rim, and at the end of the trip was uninjured. How is that for the "Clincher?"

Yours truly,

A. C. ADAMS.

THE *Waverley* embodies more features that are **Really Good** than any machine on the American market. Get our catalogue for the asking, and read up on the merits of the wheel and tire.

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

GEO. E. LLOYD & CO., Exclusive agents for Chicago.

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THE BLOOMER QUESTION.

A "Bearings" Man With a Camera Goes in Search of Information—Photographs and Descriptions of Various Bloomer Costumes Seen in Chicago—Every Variety Represented.

BY HARVEY POUND.

The question of ladies wearing bloomers has been the subject of no end of comment, praise, and criticism in cycling and daily papers all over the country. There have been illustrations without number printed of the wearers of the new costume, but no general article of practical utility to those who are still on the fence has ever seen the light of print. It was with the object of furnishing the fair readers of THE BEARINGS with such an article that I was detailed to haunt Lincoln Park with pencil and a camera until I should have accumulated data for the article. I found it a difficult, but, withal, a pleasant task.

It was not difficult to get the ladies to talk of their costumes, but when they were asked to pose before the camera, then objections came thick and fast. As a rule, it was only by persuading them that they were helping the cause of ladies' cycling that they would consent to have their pictures taken. Even at that, there were some who utterly refused to pose.

The first attempt to secure a photograph and description of a costume nearly resulted in my throwing up my assignment. A most comfortable looking woman was seen coming down the Lake Shore Drive clad in the new costume.

"Here," thought I, "is my chance."

"Ahem! I beg pardon, madam, but will you allow me to take your picture," I asked as I rode along side.

"What?" asked the lady in tones of amazement; and then her indignation getting the better of her, she demanded, "Young man, have you the impudence to ask a lady, an utter stranger, to let you take her picture in a public park?"

"Yes'm," I meekly admitted.

"Good heavens! I never heard of such a thing," she continued. "I have heard of people who lived on their nerve, and if there is such a thing, you can not be feeling these hard times, I am sure. What do you mean by it, sir?"

"I mean, madam, that it is for the good of the cause."

"What cause?"

"Why, the bloomer cause. You see I represent THE BEARINGS, the leading cycling paper of America, and we are trying to see if we can not get all ladies who ride bicycles to adopt the bloomer costumes. I am out trying to get photographs of the neatest and handsomest costumes to reproduce in the paper, and when I saw yours I could not let it pass without at least an attempt to get a picture of it, for it is really the very acme of neatness and the most becoming that I have ever seen."

That settled it, and the lady consented to retire to a secluded spot, and pose before the camera. She seemed to regret it, however, the moment that



MISS MAUD ASTOR.



MRS. C. M. FAIRCHILD.

the photograph was to be taken. All her austerity returned, and I became so perturbed that I allowed her to escape without giving her name or a description of the costume. I was so wrought up that I immediately returned to the office, where I was roundly scored for my carelessness, and told to try again.

I did not have very much better luck with the next lady I approached, Mrs. C. E. Salter, of Ravenswood, for while she was quite willing to talk and tell the readers of THE BEARINGS all about how her dress—excuse me, her bloomers—were made, she absolutely refused to have her picture taken. It was a pity to lose the picture, for she was as pretty a sight as one would see in a day's ride.

Describing her costume she said: "My bloomers are made of storm serge and come down to the ankles. They are fifty-two inches wide and



MRS. J. E. MCWILLIAMS.

there is five yards of goods in each leg. I do not hold with the ones who make their bloomers only to the knee. I think that that is going too far—or not far enough. I find these very nice and comfortable and I think that it will not be long before all ladies who ride will wear them.

"The public will get used to bloomers after awhile and we shall not hear so many remarks. Ladies use one kind of dress for street wear, another for the ball-room, another for the theater, and so on, and soon the bloomer costume for cycling will be quite the correct thing. You may rest assured that I will never go back to skirts."

Miss Maud Astor was the next lady interviewed. She was not averse to telling about her costume, although she was a little shy about having her picture taken.

"Why do I wear bloomers? For solid comfort and not for show. I have been wearing them for about three weeks, only. I should have worn them long before, but for mamma. She objected, and I had to overcome her objections before I could adopt a sensible costume. Before I 'bloomed' out she was very much opposed to it. She said bloomers were unladylike and immodest, although last year, at Long Branch, she would let us lie around in the surf all the forenoon with a very scant bathing costume on, and hundreds of fellows looking on. That was all right, but bloomers on a wheel—never!

"But she altered her mind when out with me one windy day. A woman came along on a bicycle making a sight of herself, with her skirts blowing up above her knees. I jumped at the opportunity and called mamma's attention to it. She was inclined to change her mind, and with papa's help I won her over to let me wear the bloomer costume.

"My bloomers are made of the same material as gentlemen's, and come half way down the limb. I wear, as you see, black-silk stockings, and low shoes, sweater, and on chilly days a coat, with a yachting cap on my head. I do not care whether it is pretty or not. I wear it for comfort, and I get what I want."

By this time I had gotten pretty well hardened to my task and went

about it boldly. My next victim proved to be a charming little woman, whose costume very much resembled that of the average male rider. It was rather startling at first, but the more of it I saw the more I liked it. It was common-sense, and anything but immodest, although decidedly radical. It was worn by Mrs. J. E. McWilliams, of Garfield avenue.

"How was it that I first got my idea of riding in bloomers?" she said. "Well you must never breathe a word if I tell you. It was this way. I used to ride a lady's wheel, with those horrid skirts, till one night I got a puncture. My husband was away and there was no one to repair it and I wanted to ride awfully. An idea occurred to me and I could not resist the temptation of riding his wheel. I could not ride in skirts, but it was too fine a night to stay in, so I just put on his bicycle suit and took his wheel and went for a ride. Since that night you could never get me to ride in skirts again. I gave up the lady's wheel, even, and got a diamond frame machine in its place.

"When my husband came home I told him all about it and he was very much shocked at first and thought that it was very wrong, but when I told him how comfortable it was and all that, he gave his consent to my riding as I liked and traded my old wheel off for a diamond frame.

"I tell you I can move along now as fast as most of the gentlemen that I meet. But before I go I want to tell you of a funny experience that I had the other evening. I was late coming home one evening through the park and had to stop and light my lamp. Of course I did not have a match and so I asked two wheelmen who were coming along, if they could spare me one.

One of them very kindly lit my lamp, and then we all mounted our machines and rode down the Lake Shore Drive. One of them asked me what club I belonged to, and I told him that I did not belong to any, and they suggested that I should join the Lincolns. I told them that I did not think that I would make an acceptable member, but they felt quite sure that they would be pleased to have me in, and asked if I wouldn't like to go over to the club-house and be introduced to the boys. I told them 'No; that it was time for me to get home and put my babies to bed.'

"They looked at me and exclaimed, 'It's a woman,' and I turned off on Garfield avenue, and the Lincolns lost their prospective member.

"Well, I must bid you good-by, but before I go



MRS. CRAIN.

I must thank you for taking my picture. And you will be sure to send me one?"

I assured the lady that I would not forget about the picture. In fact, I would bring it up myself as soon as it was done.

"No," she said, "I had rather you mailed it. My husband may be home and he might not like it. Good-by."

Mrs. C. M. Fairchild, of 466 Fullerton avenue, the wife of the much decorated centurion of the Century Road Club, is an enthusiastic cyclist and does an occasional century herself. She was among the first to adopt the bloomer costume and is enthusiastic over it. Speaking of the rational dress she said: "I am very much pleased to see the strong foothold that bloomers have gained among the lady riders of Chicago. It is all well enough for men to sneer at us for wearing them, but I am sure that if any one of them would make a century with skirts on he would not hesitate a moment in saying with us that bloomers are the only thing for riding. During the five years that I have been riding a wheel I have tried every style of skirt that has been suggested and have suffered much discomfort and mortification from the embarrassing situations I have been forced into by accidents to the skirt until I had grown afraid to ride fast, and would not think of coasting down a hill.

"When I returned from my first ride in bloomers, and had enjoyed the freedom and experienced the feeling of confidence that came with the suit, I determined then that I would never wear a skirt to ride in again. Why, the advantage in mounting and dismounting alone is wonderful. And if any of the ladies that have never worn bloomers will only give them a trial I am sure they will feel more than repaid, and will not mind being laughed at occasionally. I have tried several styles of suits and have finally adopted two, one for century riding, when comfort alone is to be considered, and the other for an evening ride, when one wishes to be a little more particular. My 'century suit' is made of very heavy dark gray cloth, each leg of bloomers measuring twenty-three inches around and falling just below the knee, loose coat, something like a man's coat, and a heavy black sweater; heavy ribbed stockings and low canvas shoes. With such a suit, it is entirely

unnecessary to wear stays. It permits one to expand the lungs properly and gives every muscle an opportunity of being developed.

"My full dress suit, as I term it, is made of black velvet, each leg of bloomer measuring forty inches—I can afford to use a little more breadth in a suit of that kind—and comes a few inches below the knee. A black china-silk blouse, and over that a short velvet zouave jacket, that not only adds to the appearance, but serves to keep the blouse from blowing out in the wind. Over black shoes I wear a pair of black glazed-kid leggings, very close fitting, without lining; they resemble long boots and add much to the neat appearance of the suit. They do not hold dust as jersey or cloth leggings do, and can be easily brushed off with a handkerchief. Black kid gauntlets, and soft black silk cap complete the suit.

"Experience has taught me that going for a long or fast ride one should wear very heavy clothing, for then one is less apt to catch cold when off the wheel."

Miss E. L. Brice was the next victim of my camera. She was a charming young lady and looked as cool and comfortable in the hot summer weather as she did modest and pretty.

Regarding her costume, she said: "I must say that I never thoroughly enjoyed a day's cycling until I adopted bloomers. They are the only proper thing to ride in and I hope the day will soon be here when we shall see them generally adopted. After one has used them once she will never go back to skirts. Yes, the first time that I went out on the street with them I felt very much like a fish out of water; but I have gotten all over that now. Of course I hear disagreeable remarks occasionally, but I don't mind them any more.

"My bloomers are made of black storm serge, and come down to the knee. With them I wear heavy black-ribbed stockings, and low tan shoes. For the upper part of my costume I wear a light weight, white sweater, with an Eaton jacket over it. The jacket is made of the same material as the bloomers. Something like this is unquestionably the costume for ladies to wear when riding, and I am sure that bloomers will be quite popular before long."

Mrs. C. W. Crain, of 348 Sheffield avenue, was next photographed and interviewed. Her bloomers were very long and came nearly to the feet, and full. They looked very like a divided skirt. Her costume was not as radical a departure from the regulation skirt, but seemed to be very comfortable, and she made a charming figure. She said: "I think bloomers are all right, and a great deal more modest than skirts. Why, I saw some ladies riding up the drive just now, and every time the wind blew the least bit they made exhibitions of themselves.

"My bloomers are made of black serge, and it takes four and a half yards for them. The length is forty-four inches to the tops of my shoes,



MISS E. L. BRICE.

and each leg is two yards in width. They are fastened close at the ends so that the wind can not fill them out; a white shirt waist, and a blue cap complete my costume."

(To be continued.)

TITUS WINS EASILY.

He Disposes of the "Champion of Bermuda" in a Very Funny Race—Johnson's Slow Time For a Mile.

NEW YORK, June 23.—The meet of the Greenwich Wheelmen held here today on the Manhattan Field track, was remarkable in many ways. The day was the most sultry of any this year; two track records were broken, the Riverside Wheelmen won very nearly everything and the crowd was fully four thousand strong. Enthusiasm prevailed, as it always does at bicycle races, and barring several spills, which amounted to nothing, there were no accidents. The one great drawback to the success of the meet was that old fault—outsiders on the track. There were fully three hundred persons inside the fence, of whom probably not fifty had any business there. The club in the east that first remedies this general evil, will receive words of praise from the daily as well as cycling press of the country. To Dan J. Smith is due great credit for the masterly manner in which the business end of the affair was looked after.

After the four trial heats of the novice race, Raymond MacDonald attempted to lower the existing track record for half a mile, which was held by George C. Smith, and stood at 1:06²/₅. He was paced the first quarter by T. F. Goodman, the intercollegiate champion, W. S. Ottman, Riverside Wheelmen, making a clean pick-up for the finish. The time announced was 1:04³/₅, a new record for the track, and one which caused the crowd to cheer vociferously. John S. Johnson's trial against the mile record for the track was likewise successful, dropping Harry Wheeler's best time for that distance on this track, 2:21³/₅, down to 2:19³/₄. That Johnnie could have ridden much faster is a certainty, as could be seen from the manner in which he sprinted the final 100 yards, but owing to the fall which he received in the mile Class B event, he was afraid of the turns, which, truth to tell, are none too good. In Johnson's trial, F. J. Titus paced the first half and simply ran away from the "Yellow Fellow"; A. W. Warren, of Hartford, took him along the last half, and when the announcement that 2:19³/₄ had been made, the audience showed the warm spot Johnson has in the hearts of New Yorkers, by prolonged cheering.

Titus Disposes of Outerbridge.

The match race at one-mile between F. J. Titus, Riverside Wheelmen, and W. D. Outerbridge, Bermudian champion, was a laughable farce. At the start Trainer Young gave his man a start that placed him fully fifteen feet ahead of the Bermuda champion. Then the fun began. Titus started away on a graceful trot, while Outerbridge was madly galloping several yards in the rear. Titus pedals as gracefully as a fawn canter and, although the "truth hurts," it must nevertheless be said that he made his competitor resemble a novice, instead of a champion of anything. The ridiculousness of the affair struck Titus very forcibly as he entered the final lap, a good ten yards in the lead, and with a shake of his head at Young, he broke into a broad laugh, such as a man wears when he opens a thousand dollar jack-pot with four aces pat. There was no change in the positions of the men from there on, and Titus won, as he pleased, in 2:34⁴/₅, by at least 100 feet. The race was nothing more nor less than a practice spin for the winner who, a few minutes later, returned to the track with that same pleasant smile on his countenance, which is rapidly gaining for him the sobriquet of "Smiling Freddie," and paced the first half of Johnson's trial mile. When Warren picked Johnnie up, Titus kept on ahead with that graceful swing for another lap, when his trainer told him to drop out. There were hundreds of people who claimed that had he continued on he would have defeated Johnson. If he had continued on another lap he certainly would have beaten Johnnie's time. A quiet tip can be given right here: Let the Riverside Wheelmen arrange a match race between Johnson and Titus, at one mile, for a suitable prize. It is a sure thing that the contest will be closer than the match race today, and the betting will be spirited. There is a whole lot of \$'s here among Titus' friends, which Tomec can have for the asking—if Johnson beats Freddie. A summary of the results follows:

One-mile novice, final heat.—W. S. Ottman, first; Douglas T. Maltby, second; A. Hendricks, third. Time, 2:40²/₅.

One-mile handicap, Class A, final heat.—C. R. Granger, 80 yards, first; G. S. Henshaw, 100 yards, second; W. A. Barbeau, 60 yards, third. Time, 2:19²/₅.

One-mile handicap, Class B.—A. W. Warren, 50 yards, first; C. Callahan, 75 yards, second; I. A. Silvie, 90 yards, third. Time, 2:23⁴/₅.

Half-mile open, Class A.—Ray MacDonald, first; E. R. Blauvelt, second; Charles Brown, third. Time, 1:13¹/₅.

Five-mile handicap.—M. Scott, 120 yards, first; F. F. Goodman, 120 yards, second; A. H. Barnett, 120 yards, third. Time, 12:26.

One-mile open, Class B.—John S. Johnson, first; A. W. Warren, second. Time, 2:38⁴/₅.

Two-mile handicap.—F. F. Goodman, 55 yards, first; A. H. Barnett, 70 yards, second; C. Earle, 110 yards, third. Time, 4:53²/₅.

VAN WAGONER OUT-GENERALED.

BUFFALO, June 24.—The annual race meet of the Fredonia A. C., at Fredonia, was a success in every sense of the word. The management was very efficient, and the visiting wheelmen and contestants were well taken care of. The first event on the programme was a twenty-mile road race, starting from the corner of Water and Main streets, in the center of the town, eastward over the Erie-Buffalo century course to within one and a half miles of Silver Creek, and return, finishing over the half-mile track on which the track events were run. The course was in good condition, although the clouds of dust raised by the contestants prevented exception-

ally fast time. The course had been surveyed, so that if the twenty-mile record was lowered no question could arise as to the correctness of the time. There were thirty-five starters, with Van Wagoner, J. Penseyres, E. F. Leonert, W. R. Blake, and Comstock, of Cleveland, at scratch.

The youngsters at scratch began to worry "Van" right from the start. First one and then the other would jump out as though on a half-mile sprint. Finally at the turn "Van" was tucked out, and had to call quits. Comstock was also lost in the dust, and Penseyres, Leonert and Blake came home together. They crossed the tape within ten yards of each other, Leonert taking time prize by less than half a length from Blake. Time, 58:44¹/₂. The race was won by E. Peters, a limit man, who led from start to finish. He was closely pushed, however, on the stretch by the next two men, and won by a very small margin. Out of the thirty-five starters nineteen finished.

About thirty-five hundred people witnessed the track events which were run off after the finish of the road race. The events were well managed and were run off in short order. The track was in good condition and the races were well contested, many of the finishes having been hotly contested.

An exhibition on the Globe quad was ridden, with John Penseyres, Leonert, Goehler, and W. H. Penseyres in the seats. The first half was covered in 1:03, and the mile in 4:07¹/₅.

The Summaries:

One-mile novice.—Garrett Miller, Buffalo, first; F. A. Keller, Fredonia, second; A. G. Hample, Erie, third. Time, 2:40¹/₅.

Half-mile open.—Fred A. Foell, first; F. W. Williams, second; L. C. Johnson, third; J. J. Buck, fourth. Time, 1:11.

One-mile handicap.—G. D. Farnham, 105 yards, first; J. Hample, 100 yards, second; Otto Mayo, 50 yards, third; A. B. Goehler, scratch, fourth; B. P. Hazzard, 120 yards, fifth. Time, 2:19¹/₅.

One-mile Chautauqua County championship.—Paul Von Boeckman; first; George D. Farnham, second; J. J. Buck, third; B. P. Hazzard, fourth; A. P. Tastor, fifth. Time, 2:39.

Half-mile handicap.—F. Keller, 70 yards, first; L. G. Fenton, 60 yards, second; F. W. Julier, 50 yards, third; G. E. Klipfel, 65 yards, fourth. Time, 1:06¹/₅.

Five-mile handicap.—A. B. Goehler, scratch, first; F. A. Foell, scratch, second; L. C. Johnson, scratch, third. Time, 13:01¹/₅.

ALBANY TREATS HER GUESTS ROYALLY.

ALBANY, N. Y., June 27.—The Albany County Wheelmen overcame great obstacles and finally brought its second annual tournament to a successful close Wednesday night. Four thousand people attended the races. It will be remembered that the Albany Bicycle Club opposed in every way possible the granting of a sanction to the A. C. W. and were responsible for the postponement from June 6 to June 27. The night previous all the racing men were escorted through the city as a grand "ad" and for a good time; the finest carriages in the city carried them, and red lights illumined the streets, which were thronged with people.

The races were held on a narrow three-lap, poorly banked, cinder track, and were not expected to be very exciting by the racing men themselves. Johnson was present and was induced to ride against his will, as his fall at New York and his record ride had left him pretty sore. Johnson, Tyler, and Sanger made a pretty contest of the mile open. Kennedy was there to pace, and Tyler followed him close. Sanger was rear guard of six starters, with Johnson in front of him. Tyler started the sprint, Johnson came up to give him battle, and Sanger came on the outside. Johnson made a game fight on his borrowed wheel, but only got third. Tyler won his second first of the day, and eighth in a week, while Sanger watched Johnnie.

Eddie Bald won the mile handicap in 2:19 and Jenny the A in 2:17³/₅, and both from scratch. Both were hotly contested, well-won battles. In his heat Jenny ran over a man, a spectator, and escaped uninjured. Referee Cossam allowed him to start in the final, which he won over a protest from the other competitors. Leeming obeyed the letter of the law by starting his men in the heats under orders to quit at 100 yards and save their necks. This was done by Taylor and Graves.

Won by the Wheelman.

Last Friday Postmaster Hesing, of Chicago, gave the bicycle a good test. He mounted A. E. Smith, of the special delivery department on a bicycle, and gave him nine messages to deliver at various points on the south side. At the same time he handed Herman Straube duplicate letters, and told him to make the quickest time he could to the same places, by way of the elevated road and street cars. Both men left the postoffice at 10:27 a. m., but Smith was the first man back, having made all of his stops and covered his territory in 1:39:00. It took Straube 3:33:00 to make his calls, thus demonstrating that for special delivery service the wheel was superior to street cars. Mr. Hesing has asked the authorities at Washington to furnish wheels for the special delivery department.

A more thorough test was made last Wednesday. Besides the man on the wheel, men were sent out on horseback, in a buggy, by cable, by elevated, and one poor man had to walk. The distance was nineteen miles and the men had to make nine stops. The start was made at 10 a. m. and the wheelman was the first one to finish. He made the nineteen miles in 1:20:00, beating the horse by 26 minutes, and the horse and buggy by 35 minutes. The trial was made in a driving rain storm and was certainly a good performance. The cyclist was A. E. Jones, of the Lake View C. C.

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MENTION THE BEARINGS.

The Tire Question



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HARTFORD, CONN.

MENTION THE BEARINGS

WONDERFUL TIME.

English Riders Break World's Record From Three Miles Up to Ten—Racing Men Form a League.

LONDON, June 16.—Hillier's well-boomed meeting at Herne Hill took place this afternoon in perfect weather, brilliant sunshine and a tropical temperature, toned by the faintest breeze, making the spectators feel that the laggard summer had come at last. The stands were crowded and a fair attendance of 8,000 lined the rails of the track. The management was excellent, as might have been expected; no advertisements confused the programme, and the band was high class. Dr. Turner judged and Coleman and Dring timed. The invitation mile fell to F. C. Chapman, who won by a wheel from A. J. Watson—a great surprise. The second class, one-half-mile handicap, was won by E. Hughes, 90 yards, in the creditable time of 1:02³/₄. In the sixth heat of this event a complicated fall occurred, bringing down five riders and enabling J. Bowie to gain second place on a Bantam. The first class, one-half-mile handicap, resulted in a win for T. Osborn from scratch, in 1:03⁴/₅.

The ten miles limited paced race was a revelation. The pacing by

third. Won by a yard, third six inches behind. Time, 3:13³/₄. A crawl followed by a scurry a half lap from home, Chapman's win proving a surprise.

Half-mile, second class, handicap.—E. Hughes, 90 yards, first; R. S. Harding, 60 yards, second; F. H. Hallam, 60 yards, third. Won by ten yards, good third. Time, 1:02³/₄.

Half-mile, first class, handicap.—T. Osborn, scratch, first; E. A. Dodd, 45 yards, second; U. L. Lambley, third. Won by three yards. Time, 1:03⁴/₅.

Ten-mile limited paced race; twenty started.—A. J. Watson, first; E. V. Soanes, second; W. Henie, third; H. E. Hill, fourth; J. Still, fifth. All others gave up, so hot was the pace. All five inside record at finish. Time, 23:04²/₅.

After the championships last Saturday, the racing men held a meeting and formed

The Racing Cyclists' League,

the objects of which are "to safeguard the interests of racing cyclists and insure equitable legislation on their behalf." All amateur cyclists are eligible for membership, and the subscription is 60 cents. Men from all parts of the country are joining, and centers will be formed. Application will be made for membership to the centers of the N. C. U. Candidates will be run and racing men's representatives will be sent to the various centers and to the council of the Union. In this way the voices of racing



AT THE KENTUCKY

tandems was splendidly carried out. From the beginning the pace was fast,

Record Went From Three Miles to the Finish.

Platt, Betts, Hoch, and Camp, fell at five miles. Henie, who led from four to seven miles, completely cracked one and one-half laps from home, so warm was the pace. In the end A. J. Watson won a splendid race by one-half a lap, in 23:04²/₅ (record). Stroud, Lambley, Fisher, Rodervald and other cracks dropped out baked, and only five finished; all inside record.

The miles were ridden as follows:

MILE.	TIME.	LEADER.
1	2:19 ¹ / ₅	Watson
2	4:34 ² / ₅	Watson
3	6:53	Record
4	9:04 ² / ₅	Record
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WONDERFUL TIME.

English Riders Break World's Record From Three Miles Up to Ten—Racing Men Form a League.

LONDON, June 16.—Hillier's well-boomed meeting at Herne Hill took place this afternoon in perfect weather, brilliant sunshine and a tropical temperature, toned by the faintest breeze, making the spectators feel that the laggard summer had come at last. The stands were crowded and a fair attendance of 8,000 lined the rails of the track. The management was excellent, as might have been expected; no advertisements confused the programme, and the hand was high class. Dr. Turner judged and Coleman and Dring timed. The invitation mile fell to F. C. Chapman, who won by a wheel from A. J. Watson—a great surprise. The second class, one-half-mile handicap, was won by E. Hughes, 90 yards, in the creditable time of 1:02 $\frac{3}{4}$. In the sixth heat of this event a complicated fall occurred, bringing down five riders and enabling J. Bowie to gain second place on a Bantam. The first class, one-half-mile handicap, resulted in a win for T. Osborn from scratch, in 1:03 $\frac{1}{4}$.

The ten miles limited paced race was a revelation. The pacing by

third. Won by a yard, third six inches behind. Time, 3:13 $\frac{3}{4}$. A crawl followed by a scurry a half lap from home, Chapman's win proving a surprise.

Half-mile, second class, handicap.—E. Hughes, 90 yards, first; R. S. Harding, 60 yards, second; F. H. Hallam, 60 yards, third. Won by ten yards, good third. Time, 1:02 $\frac{3}{4}$.

Half-mile, first class, handicap.—T. Osborn, scratch, first; E. A. Dodd, 45 yards, second; U. L. Lambley, third. Won by three yards. Time, 1:03 $\frac{1}{4}$.

Ten-mile limited paced race; twenty started.—A. J. Watson, first; E. V. Soanes, second; W. Henie, third; H. E. Hill, fourth; J. Still, fifth. All others gave up, so hot was the pace. All five inside record at finish. Time, 23:04 $\frac{3}{4}$.

After the championships last Saturday, the racing men held a meeting and formed

The Racing Cyclists' League,

the objects of which are "to safeguard the interests of racing cyclists and insure equitable legislation on their behalf." All amateur cyclists are eligible for membership, and the subscription is 60 cents. Men from all parts of the country are joining, and centers will be formed. Application will be made for membership to the centers of the N. C. U. Candidates will be run and racing men's representatives will be sent to the various centers and to the council of the Union. In this way the voices of racing

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AT THE KENTUCKY DIVISION MEET AT OWENSBORO.

tandems was splendidly carried out. From the beginning the pace was fast,

Record Went From Three Miles to the Finish.

Platt, Betts, Hoch, and Camp, fell at five miles. Henie, who led from four to seven miles, completely cracked one and one-half laps from home, so warm was the pace. In the end A. J. Watson won a splendid race by one-half a lap, in 23:04 $\frac{3}{4}$ (record). Stroud, Lambley, Fisher, Rodervald and other cracks dropped out baked, and only five finished; all inside record.

The miles were ridden as follows:

MILE.	TIME.	LEADER.
1	2:19 $\frac{1}{2}$	Watson
2	4:34 $\frac{3}{4}$	Watson
3	6:53	Green
4	9:04 $\frac{3}{4}$	Henie
5	11:27 $\frac{1}{2}$	Henie
6	13:48 $\frac{1}{2}$	Henie
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QUAKER CITY'S ARE SORE.

They Think That the West Philadelphia Cyclers Should Meet Them in Another Team Race.—Philadelphia News.

PHILADELPHIA, PA., June 23.—The five-mile road race of the Quaker City Wheelmen and West Philadelphia Cyclers, held last Saturday, was not the success that could have been wished for by fair thinking people, as several men of the Quaker City team met with misfortunes, and the contest resulted in a victory for the West Philadelphians, which, under ordinary circumstances would have been a very creditable one. Owing to resurfacing at a point above Haverford, a large roller being in use, the course was not in its best condition. The road had been sprinkled and must have been in pretty bad condition, judging by the looks of the men when they finished.

In turning, Estoclet fell from his wheel; Pollock got into a hole and Dampman rode over a West Philadelphia man, who had fallen, while Rich punctured his tire, and so it seemed the Quakers had the bulk of the misfortunes. An appeal was made to the captain of the West Philadelphia club for another trial, which was acceded to, but finally withdrawn as the West Philadelphia club did not think the Quakers had sufficient ground for complaint. The Quaker City riders are naturally a little sore over their defeat, and more so because the winning team has decided not to compete in another race against them.

The West Philadelphia Team Is Jubilant

over its victory and replying to the manner in which the losing team took the defeat, Secretary Barr, of the former organization, writes as follows:

"A great deal that is unjust has been published in reference to the road race between the Quaker City Wheelmen's team and the West Philadelphia Cyclers', reference having been made to the Quakers' misfortunes and nothing said of the mishaps from which our team suffered. Three of our men were unfortunate, being forced back from their positions by accidents and yet, being satisfied with the victory which they won, not one word has been said as to how much higher the score might have been in our favor. As to the acceptance of a second challenge, if such acceptance was made by the West Philadelphia Cyclers, it was by some one unauthorized to do so, and the gauntlet, thrown down jauntily by the Quaker City team, being taken up by the West Philadelphia and won, no need for a second race exists."

The Century Wheelmen closed their spring riding season last Sunday with a run to Sorrel Horse, which proved an enjoyable affair from the time of the start until the party arrived back in the city. Fifty-three members were in line.

The Roof Garden of the Club

is now shipshape, and every night finds a big crowd there, drinking in the cool breezes as they gently float by. A big crowd was present on Tuesday night, it being the occasion of a concert by the banjo club. The evening was a thoroughly enjoyable one and at the request of the members will be repeated at intervals throughout the warm weather.

Charley Measure one of the club's best riders and a member of the Union company's team, is suffering from a bruised ankle which he contracted in the recent relay race from New York. Measure, who rode in the last relay, slipped a pedal while traveling at a very fast gait, peeling the skin from his ankle. At the time he paid no attention to the bruise, as it was considered nothing more than a slight cut. After a few days had passed by, however, he noticed a swelling, which continued until it assumed an immense size, greatly interfering with his walking and training. While Measure was aware that it was greatly handicapping him in his training, yet he stuck to his work with a grim determination, and while it no doubt will be a serious set back for him in the contest for the local championship, yet he has decided to contest for the honor, let come what may.

The annual visit of the New York Turner Wheelmen to their Philadelphia colleagues occurred yesterday. Leaving Jersey City early in the morning they reached Trenton Turner Hall about 1 o'clock. Leaving there about 3 o'clock they were met by the reception committee of the local Turners at Bristol. The main body of the local cyclers met them at Frankford, and escorted them to the Turner Hall at Sixth and Noble streets. The roads traveled were the same as those the coaches covered. The visitors were shown the beauties of Fairmount Park on Sunday, and at noon an elaborate dinner was given in honor of the guests who made the century run.

After a number of unsuccessful attempts to lower the five-mile record of the Montgomery avenue course, over which all the local road races are decided, Hall, of the Wissahickon Wheelmen, still believes that persistency is bound to win, and will again shortly attempt to place the time a notch or two lower than the present time of 12:09, now held by Charles Lagan, of the Century Wheelmen. Hall is certainly a fast rider, and he proved this fact by his good time in the Irvington-Milburn road race on Decoration Day, beating all of the other Philadelphia contestants. With plenty of good training and fast pacing he should be able to travel

A Very Fast Five Miles.

The Time Wheelmen have decided to hold their second annual century run from this city to Wilmington, Del., and return, on Labor Day, in September, and at a meeting last week, Capt. H. A. Cain was appointed chairman of the committee in charge with power to elect his co-workers. It is the purpose of the club to try and make this run the most successful ever held by a local club, and circulars will be issued to all riders in this section.

A medal will be awarded to all the survivors and the clubs bringing in the largest number of members will be presented with banners. The checking system instituted by the club last year and successfully used both on their first run, and the recent Newark run will be used. Over three hundred riders survived last year, but as the roads between here and Wilmington are fairly good, and the destination is a new one for century runs, it is thought that twice that number will compete this year.

W. A. Wenzel, John Heishley, John Gauch, George Mershon, and Robert McCordy, of this city, who have been riding as the Class A Rambler team, received notification Saturday morning of their suspension, pending an investigation as to their amateur standing. For some time past these riders have been suspected of having their expenses paid by the agents of the wheels they rode, and sufficient evidence has been obtained by George D. Gideon, the local representative of the Racing Board, to warrant the above action.

THREE HUNDRED AND FIFTY SURVIVORS.

NEW YORK, June 25.—The century run of the A. C. C., of New Jersey, and the M. A. C. C. was taken Saturday last, from Newark, N. J., to Asbury Park, N. J., full distance 103 miles. It was a red-hot day, if there ever was one, and the most remarkable thing is that there were no sunstrokes on the entire ride. There were, by actual count, over five hundred starters, among whom were fifteen women. Promptly at 6:10 a. m. the word to mount was given and the long stream of cyclers wheeled slowly down Broad street after Carl Von Lengerke, the secretary of the A. C. C., of N. J., and captain of the run. He was accompanied by George C. Brinkerhoff, of the Rutherford Wheelmen, who acted as pacemaker as far as Rutherford.

There were ninety-six members of the Century Cycle Club, of Philadelphia, all wearing red and gold caps. They made an impressive appearance. A majority of the lady riders were dressed in rational costume, prepared for business, so to speak. One of the Century's representatives was Harry Wright, the well-known baseball magnate and ex-umpire. Mr. Wright is sixty-seven years of age, yet is always in attendance at century rides of any account.

The silk banners to be presented to the clubs having the greatest number of survivors were eagerly contested for by the Mont Clair Wheelmen, Century Cycle Club, and the Manhattan Bicycle Club, of this city. Other clubs represented in the run, were: Union County Roadsters; Hoboken Wheelmen; Elizabeth Wheelmen; National Bicycle Club, of Yonkers; Orange Athletic Club, of Orange; Bergen Co. Wheelmen; Englewood Wheelmen; Mercer County Wheelmen; Asbury Park Wheelmen; Tourists Wheelmen, of Paterson; Atalanta Wheelmen; Ninth Ward Pioneer Corps, of New York; Bloomfield Cycle Club; Century Cyclers, of Newark; Hudson County Wheelmen, of Jersey City; Nutley Wheelmen; Essex Bicycle Club, of Newark; Alpha Wheelmen, of Philadelphia; Quaker City Wheelmen, of Philadelphia; Gramercy Wheelmen, of New York; Young Men's League; Tarrytown Cycle Association; New Brunswick Bicycle Club, and

Scores of Unattached Riders.

The start was made from Washington Park, Newark, at 6:10 a. m., and at Rutherford, eight miles, they were sailing along serenely enough. The roads were in magnificent condition, and at Red Bank every one was given a rousing ovation. Local wheelmen met them out of town and brought them into the town hall, where refreshing drinks and refreshments were dealt out to the weary and warm riders with a lavish hand.

At 7:42 p. m. the end of the route was reached, just 103 miles from the start, and of the five hundred and more riders who started, fully three hundred and fifty finished, or survived the day, among whom were five women. Their names are: Miss MacAndre, of Newark; Mrs. V. H. Carpenter, of Rahway; Miss Ida Brandt, of New York; Mlle. Legrasse, and Mrs. A. H. Wilkins, also of New York. These five withstood the heat, and general weariness, and arrived with the crowd, a little shop-worn, but just as good as new—after a slight rest. Carl Von Lengerke made a decidedly favorable impression by bringing the crowd through in such good condition. When he dismounted at the hotel in Asbury Park the earth fairly trembled with the riders' wild shouts. Carl was temporary king, and every one felt good.

The Century Cycle Club of Philadelphia, started ninety-five men, and eighty of that number finished, thereby winning the banner for Pennsylvania clubs. The Mont Clair Wheelmen won the Jersey banner, and the Manhattan Bicycle Club gathered in the one going to New York.

Harry Wright went through without a falter, as did little Harry Borden, aged fourteen years, of Asbury Park. The wheelmen who finished were a

Dirty Looking Lot of Begrimed Mortals.

Dust, heat, and perspiration do not go well together, when beauty has anything at stake. Dinner was served at the Ocean Hotel, after which, by invitation of Senator Bradley, the riders partook of the chance to plunge into the Roman bath. Until midnight the wheelmen did all they could to inform the natives that they were there. At that hour, however, tired Nature gave up the struggle, and all hands turned in. Yesterday a trip was taken to Manasquan, N. J., the home of Arthur Zimmerman, where his various prizes were examined and gazed at by the survivors.

Charley Murphy Acquitted.

NEW YORK, June 27.—Chairman Raymond has suspended W. H. Wells for ten days, from June 25, for foul riding at Plainfield, N. J., in the race in which Taxis was injured. Titus was disqualified, while C. M. Murphy was acquitted.

We are Advertised by Our Loving Friends.

PREMIER CYCLE CO.,

Cohoes, May 31st, 1894.

Sirs: I received the wheel all O. K. last Tuesday and I am well pleased with the way you have used me. Any time that I can be of service to you, you may count on me. The wheel is perfect. I am delighted with it.

Yours truly,

(Signed) I. R. KELLY,

No. 54 Younglove Ave.

HELICAL PREMIERS ARE BEST.

Send for Catalogue of Light Wheels that Won't Break.

Premier Cycle Co., 34, 36 & 38 Watt St., New York.

Mention The Bearings.

R ALEIGHS ALWAYS WIN.

*Zimmerman First, Wheeler Second,
At Florence.*

*MacDonald, Champion Class A,
Half-mile Manhattan Record 1:04.*

Raleigh Cycle Co.,

2081 & 2083 Seventh Ave., New York.

San Francisco.

289 Wabash Ave., Chicago.

Zimmerman's book on Training, 50 cents.

THREE HUNDRED ENTRIES.

The Waukesha Road Race Promises to be a Dangerous Rival to the Chicago—Chandler Said to Have Raced for Cash.

MILWAUKEE, WIS., June 28.—The Fourth of July will be observed in grand style by Wisconsin wheelmen. On that day the great Waukesha-Milwaukee road race will be run. Ever since the race was inaugurated it has been one of the cycling events of the northwest, and this year's race promises to more than uphold the prestige of previous successes. The racing board of the Milwaukee Wheelmen, under whose auspices the race is being given, has met twice a week for several months to complete arrangements, which are now perfect in every detail. The start from Waukesha will be made at 10 a. m., instead of 9 a. m. This change has been made so as not to interfere with trains that cross the course. The course is in good condition, but will be gone over just before the race, and such places in the road improved as may be deemed necessary. Flags will be stationed along the road so as not to mislead the rider. Those who will be unfortunate enough to break down on the road will be rescued by a wrecking-wagon which will follow up the riders. The racing board is contemplating making some arrangements whereby the people can witness the finish from seats. It is estimated that nearly ten thousand people, many from the interior of the state, will be on hand. There are several large vacant lots at the finish, on which large tents will be erected for the riders. Cots and towels and plenty of water will be provided. The list of entries has closed, and over three hundred names have been received. The riders come from all cities in the northwest, Chicago being well represented. The handicapping has been placed in charge of E. A. Patitz, August Rutz, and Ed Meisenheimer. The work will be carefully done, and especial care will be taken with outside riders. The prize list will be the best that has ever been offered. Prizes have come in every day for weeks, and the list now numbers over one hundred prizes. There will be three time prizes, besides a time prize for the fastest Wisconsin rider, which has been offered by the Milwaukee Journal.

Beaver Dam Will Give a Meet.

While Milwaukee riders are preparing for the Waukesha road race, their brethren in Beaver Dam are not idle, and are making arrangements for the Beaver Dam road race and tournament. The events will be of unusual interest. Prizes valued at over one thousand dollars have been offered. For the road race two time medals have been donated. The race will be from the heart of the city, out five and one-half miles and return. The road at the finish is well adapted for a hot run. This is the first race of its kind to be held there, and the business men generally are taking part in the arrangements. The riders are all in active training and some fast riding may be looked for. About one hundred riders will start in the race, after which track events will be held.

Chandler May Not Get the Piano.

A. M. Chandler, of Waupaca, who won the Cedarburg road race on June 16, may not get the piano, which was the first prize, after all. A letter has been received from New London stating that Chandler and the Andersons, also of Waupaca, who finished near the front, have ridden in races and accepted cash prizes, and are therefore disqualified. The North Side club is now investigating and if the charges are proven, J. Dollister, of the Burlington club, who finished second, will be awarded first prize. Chandler denies the charges and says that the report has probably originated from the fact that at the county fair races, at Weyauwega, cash prizes were offered, but that on that account he refused to race. Waupaca riders are backing Chandler and the Andersons, and assert that they will prove that they are riders of good amateur standing. The distribution of prizes of the North Side club has been delayed pending the investigation.

Later.—The North Side club has received sworn statements from Chandler and the Anderson boys denying the charges. The club has decided to award the first prize to Chandler.

The Bay View Wheelmen, a member of the Associated Cycling Clubs, have disbanded. For some time past there has been some dissension in the club growing out of the management. Several days ago nearly one-half of the members withdrew, when it was decided to discontinue the club under the present management. The members expect to reorganize. The club had about fifty members, and was organized a year ago.

The Milwaukee Wheelmen held their annual picnic at Fish Creek, seven miles north of Whitefish Bay, on Sunday, and are not likely to forget it for some time. The trip out to camp was excellent, then it rained and the wheelmen got a drenching. After the rain let up Terry and Henry Andrae walked back to the city and sent a bus out to rescue the wet riders.

Owing to rainy weather the bicycle races to be run on the annual field day of the Milwaukee Athletic Society, were dispensed with.

The Second Annual Meet

of the Wisconsin Valley Cycling Club, of Wausau, was held last Friday. The weather was fine and the day an ideal one for racing, with the exception of a southeast wind. The track was in fine condition. The programme began with a parade from the Bellis House, headed by the third regiment band, which was followed by 100 wheelmen. Roy Reed, of Ripon, entered the races and carried off two first prizes.

GOOD RACING AT KANSAS CITY.

KANSAS CITY, MO., June 23.—The June meeting of the K. C. A. C. and K. C. Cyclists, twice postponed on account of rain, was held today at Fair-

mount Park. The track was in splendid order and the racing good. S. M. Hocker, hitherto a novice, distinguished himself by winning four races. The half-mile open, final heat, was ridden three times before the winner got inside the limit, 1:15. M. H. Burt won the first trial in 1:27, and refused to ride again. He came out, however, in the three-mile handicap, in which race he and Russell Condon rode from scratch, but they were hopelessly out of it on account of the heavy handicaps. C. Kindevatter, from the 140-yard mark, astonished his friends and electrified the grand stand in this race by a magnificent burst of speed in the last quarter, in which he passed five men as if they were standing still, and gained third position, not over a yard behind the winner. The one-mile handicap was simply a scratch race between the long-mark men, the scratch and back mark men not having the slightest possible chance for a place.

CHICAGO LADIES RIDE CENTURIES.

Eleven Chicago ladies, accompanied by numerous escorts, left Chicago last Sunday morning to ride a century. Some of them had done so before, while others wanted to be able to say that they had ridden 100 miles in 16 hours. The party stuck together until they reached Elgin, and here they began to scatter. Miss Annice H. B. Porter, of the Columbia Eagles, left the others at this point. She was still in the lead at Aurora and spent some time in resting. Suddenly she remembered that she had an engagement that evening and started for home. She made her escorts hustle to keep up with her, and finished in 9:10:00, breaking Miss Bicker's record of 10:40:00.



MISS ANNICE H. B. PORTER.

Miss Porter is eighteen years of age and a remarkably strong rider. She is confident that she can break this record, and will try to do it in 8:30:00 in a week or so.

Inez Whittaker, a thirteen-year-old girl who rode under the colors of the South Side Cycling Club, made a plucky ride, finishing strong. She is probably the youngest century rider in the world. The other ladies on the run were: Misses C. Demoling, Lizzie Stahl, Libbie Douglas, and Elma Mosher, of the Lake View C.C.; Misses Lucy Porter and Lizzie Hegerty, Illinois C.C.; Mrs. Kelly and Mrs. Fairchild, Lincoln C. C.; Miss Edith Osgoodley, Chicago C. C.

TOURNAMENT TICKETS FREE.

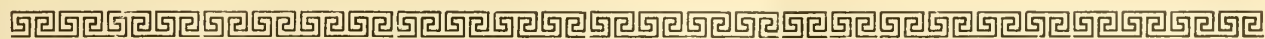
Tournament managers in need of admission tickets can arrange to have them furnished free by writing us for particulars. We will furnish coupon tickets, strung, coupon to be taken at gate and the ticket to be worn by the purchaser. Write for full details at once.

No Soap

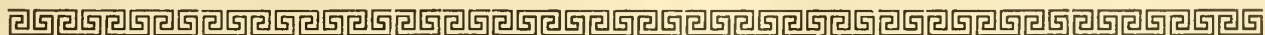
Can wash out the records that have placed the
SYRACUSE to the front.

No Falsehoods

Can interfere with the sale of wheels, honestly
made and honestly sold.



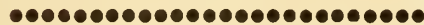
THE SYRACUSE



With its CRIMSON RIMS and its right-smart records is
setting the pace.

AND SETTING IT FAST, TOO.

Our Banner is never
trodden upon.



Western Agents,
A. F. Shapleigh Hdw. Co.,

St. Louis, Mo.



**Syracuse Riders are
contented Riders.**

DENVER, COLO., June 16.—W. W. Hamilton, the Western Wizard, mounted on a SYRACUSE fitted with M. & W. tires, won the five-mile handicap event, making the distance in 14 min. 9 sec., breaking the State Competition Record. He had such good riders pitted against him as McGuire, Hims-treet, Gerwin, and Renshaw.

WHITNEY'S POINT, N. Y., June 16—Harry Clark, a 14-year-old boy, mounted on a SYRACUSE, won the half-mile championship of Cortland, Broome, and Chenango Counties, beating out all the fast men in that section.

AUBURN, N. Y., June 20—H. F. Lewis, on a SYRACUSE, won the two-mile handicap and the one-mile 2:50 class; also second place in the one-mile handicap. This young man bought a SYRACUSE wheel ten days before the race.

OWENSBORO, KY., June 11—Three riders, mounted on SYRACUSE wheels, won first place in the half-mile handicap, one-mile open, half-mile boys', and five mile handicap.

••

Our Riders take the
dust of none.



Manufacturers,
Syracuse Cycle Co.,

Syracuse, N. Y.



**"Keep your eye on
the Crimson Rims."**



His Proud Spirit Broken.

"Thomas!" said old Clearside to his servant in green livery as the lackey stood waiting orders in Clearside's palace on the Lake Shore Drive.

"Send Gertrude to me at once!"

"Yes, sir," said the flunkey.

A dream of feminine glory entered the old man's room. The rich packer sat at a gold-mounted desk, on a gold chair, with gold eye-glasses on his forehead and a gold pen in his hand with which he was signing gold bonds.

"Gertrude," he said frowningly, "you know that it is my desire to unite the stock-yards' interests of B. A. Hogg & Co. with my pork factory."

"I think I do, parpar," twittered out the dream of beauty. "You've told me often enough, Lord knows!"

"And in order to do that you know that you must marry young Ima Hogg next month."

"Dear pa," said the young girl, a blush of maiden modesty suffusing her fair young cheek as she sat coyly down on the footstool and looked up into his face. "Dear pa, I do not love Hogg. He's not my mutton. Cross my heart, I don't love him. In fact, I think he's a beast."

"I know he is, my pet," responded the old man, "but then we can't always have our way. I lost \$4,000,000 last year in competition with old Hogg and I hate him. But self-interest, my dear, self-interest—"

"Self-interest, your foot!" exclaimed the sweet girl, rising indignantly and giving the old man a backhanded slap in the puss; "I'm a going to marry my own darling Billy Buster, the racer and no one else. He made a record of 1:21 the other day on the South Side track."

"What, a daughter of mine marry one of them humpybacks! Never! Girl, I tell you once for all—"

"Look here, dad!" interrupted the haughty beauty, "lend me that dew-lap ear of yours for a minute. If you don't shut up and consent to my marriage with Billy right now—now, do you hear—I'll—"

"You'll what!" hissed the old man.

"I'll wear bloomers, I will!"

"Girl!" began old Clearside, but his voice throttled him, he gasped, fell forward, and lay like a stuck pig with his head on the table. The grand old man had breathed his last.

Yankee French Abroad.

American Drummer in Paris (meeting cycling friend)—Hello Charley! Have you seen the Champs Elysees yet?



American Cyclist—Come off. There ain't no champ here except Zimmerman and don't let these Frenchies tell you anything different.

Points on Bathing and Dressing.

"Young Centurion" writes: "Dear Editor—Will you please inform an

earnest reader of your valuable paper what is the best thing to wear when doing long rides in the country? Also what your ideas of bathing are? I have two bars to my badge, but I often suffer from hunger, thirst, and heat on the road, so thought I would write."

The best thing to wear when riding the wheel, dear Young Centurion, is, in our opinion, clothes. We have known persons who made attempts to ride in nothing but a pleasant, genial smile, but the police regulations are strict in this respect, and, as a rule, smiles won't "go." Native modesty is a good thing to be clothed in, too. But then, on a ride over rough roads, or when coming in contact with road hogs, one is apt to lose modesty, self-respect, and everything else that goes to make up a beautiful character, and when the person is adorned with modesty only, one is in danger of trouble.

A \$50 bill is also a good thing to wear in the inside pocket. It is fashionable, and it "takes" with all who chance to see it. Century riders will find that an iron nerve or a brazen face is a good thing to put on when going out. A pleasant look is also a good thing to wear when there are dogs about. This raiment has often saved us from being used as a warm lunch by big-mouthed, uncompromising canines. As for other articles of apparel a good taste and a discriminating mind will suggest all that is necessary.

Now as regards bathing: The old-fashioned notion about the annual bath being enough is, we are aware, a trifle out of date, but we fancy it must be gaining ground again, judging by the odor liberated in the vicinity of many cyclists with whom we have a personal acquaintance. We once knew a cyclist who fainted on the road and when the village doctor came up to attend him he closed his nose with his finger and thumb and asked how long the cyclist had been dead. This, of course, is a rare case, but it is a pointer for you, my dear Young Centurion. We would not advise you to bathe, too much. A fellow-club man of ours who insisted on taking a bath one hot night after a banquet, got in the tub, turned on the water, went to sleep and made acquaintance with the coroner the next day. A bath in fresh cool beer, however (not more than once, daily), has been found of great benefit. It was fashionable with our set to swim in champagne until the hard times set in. But it seems to us that these questions rest wholly with the size of one's roll. When the stomach is bathed internally with good rye whisky one feels able for hard work on the road, but this idea has its opposers, too.

On the whole, we do not think that a bath once a month, quickly taken, will hurt you. We trust that our suggestions will be taken in the right spirit. Our aim is to improve.

The Quincy Meet.

The citizens of Quincy are enthusiastic over the coming meet of the Illinois division, and are helping the cyclists to such an extent that it promises to be the most successful meeting in the history of the division. Money and prizes are being donated freely and liberally; every one expects to keep open house, so that visitors will be sure of enjoying every minute of the time. The programme is as follows:

July 3.—Morning, reception of visitors; 2 p. m., ten and a half mile handicap race; 3:30 p. m., run to Canton, twenty miles along the river bank; 8 p. m., excursion on the Mississippi to Canton to meet touring party.

July 4.—9 a. m., parade and usual photograph; 10 a. m., boys' race around park; 11 a. m., hill-climbing contest on Hampshire street hill; 2 p. m., races at Baldwin Park; 8:30 p. m., lantern parade.

July 5.—Morning, runs to places of interest in and about the city, including Illinois Soldiers and Sailors' Home; 2 p. m., race at Baldwin Park; 8 p. m., smoker and distribution of prizes.

The following gentlemen have consented to act as officers for the races: Referee, Arthur D. Black; judges, T. F. Sheridan and W. M. Brewster; starter, L. W. Conkling; timers, L. C. Jaquish and C. H. Robinson; scorer, Geo. S. Webb; clerk of course, J. P. Fogarty; announcer, Harry Hanford. S. A. Miles will act as handicapper.

The track is now in excellent condition, but will be in better shape by the 4th so that record breaking contests will be in order. The excursion on the river the evening of the 3d will be complimentary to League members. Everybody and his girl is expected to go. A band for dancing will be in attendance, and the best vocalists of the city will lend their voices to make the occasion the feature of the meet. The ladies' club is working as one person, and promises entertainment from the morning of the 3d to the night of the 5th for all the ladies.

Lakesides Will Have B Races.

CLEVELAND, OHIO, June 25.—Class B events will be a feature at the Lakeside club's tournament in spite of the agreement to the contrary. Two of their racing team—Robt. Goetz and E. C. Johnson—are now in Class B, and therein lies an excuse for kicking over the traces. "It was only a word of honor that was passed," explained a club man, "and we can't be held by that; there was no written agreement."

The C. W. C. boys don't say much excepting that they never yet entered into an agreement with their neighbors across the river that they didn't get the worst of it; but they are thinking a great deal these days and something may drop.

The first party for Cincinnati and the state meet will be from the C. W. C., leaving Sunday noon. The Lakeside club members will go down Monday night. Rival railroads are cutting rates, and the boys are reaping the benefit. The round trip for \$6.50, with parlor cars free of extra charge, is pretty low, but a further cut of \$1 is threatened.

ANOTHER

AT
PITTSBURGH.

The
Triangle

VICTORY

ON
JUNE 16th.

P. A. C. RACES.

E. C. JOHNSON and R. F. GOETZ capture everything in sight on
THE GREAT "TRIANGLE."

E. C. JOHNSON.

1st.....Quarter-mile, Open.
1st.....One-mile, Open.
1st.....Half-mile, Handicap.

R. F. GOETZ.

1st.....One-mile, 2:30 Class.
1st.....One-mile, Handicap.
2d.....Half-mile, Open.

GOOD WHEELS.

GOOD MEN.

The PEERLESS MFG. CO., Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

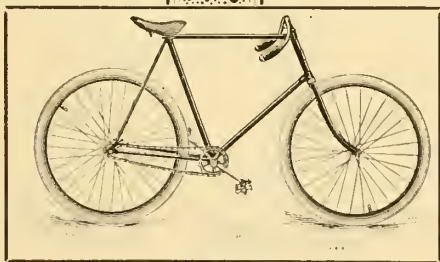
THE SELTZER-KLAHR HDW. CO.,

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

MENTION THE BEARINGS

TRIBUNES

Win Everywhere!



At Newburg, N. Y., R. F. Williams wins the two-mile open.
P. Foley second.

Tribunes take first and second time prizes in the ten-mile
handicap.

At Findlay, Ohio, C. C. Van Tine wins the quarter-mile
on a Tribune 18 pound racer.

At Medina, Ohio, W. G. Manville takes first prizes in the
one-mile, half-mile, and quarter-mile, riding an 18 pound
Tribune racer.

The Cycloidal Sprocket "is the stuff."

Write for Catalogue and Agency.

THE BLACK MFG. CO., = = Erie, Pa.

Mention The Bearings

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JUNE 29, 1894.

No. 17.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

WE ONCE SAID

that the secret of our success was in putting the money that other manufacturers spent in racing men's salaries and expenses into the quality and workmanship of our wheel. We are inclined to think that a careful perusal of this, as well as recent editions of the FOWLER TRUTH, will furnish some manufacturers with considerable brain food.

Is it any more to the credit of a wheel that Johnnie Johnson, Wally Sanger, Pie Bliss, et al, win a race on it than if Howard Van Antwerp, of Kentucky, Burr, of Rockford, or Joslin, of Watertown, N. Y., should win one?

Do you honestly think that Johnson's, Sanger's or Bliss' wins reflect any more true merit on the wheel ridden than Van Antwerp's, Burr's or Joslin's? Do you honestly think that Johnson's, et al, wins furnish any more legitimate advertising than Van Antwerp's, et al?

We say not, and point to our unequaled success as a proof that it did not take a lot of "hired pedal pushers" to win our fame and standing, but that, by skilled workmanship, correct material, attention to business, together with success on path and road that would naturally come from such a combination, we have succeeded in putting the record for "getting there" where it won't be touched until we are pointed to as makers of the best bicycles the world produces, and, mind you, we're going to do it without laying out our good hard coin for a lot of swelled-headed, cranky, jockeying hired bicycle riders to advertise (?) our wheel.

Or, in other words, when the Hill Cycle Mfg. Co. gets in such a position that it can not make wheels that will push easy enough to win races without hiring "champions" to do it we'll throw up the sponge, close up shop, and throw away the key.

TESTIMONIALS.

What Fowler Riders Think and Say of Their Favorite Mount.

The Wheel Put to a Very Severe Test in Colorado, But of Course Stands It.

Hill Cycle Mfg. Co., Chicago, Ill.

Gentlemen: Your Fowler is all right "if any one should ask you." Walter Bateman, of this firm, rode one to Leadville and back last Sunday, and did not have occasion to open his tool bag. The distance is only 134 miles, but there is a climb of over 4,000 feet, over roads as sandy and rocky as are found in these Rocky Mountains. Many places were impassable, and the railroad track was used for about twenty miles. Two other riders started but dropped out before reaching Leadville, and returned on the train.

It was the hardest test we have ever seen a bicycle subjected to, and Denver dealers give this town the reputation of being the hardest in the state on bicycles.

We have eight Fowlers out, and we have had no trouble whatever with them. Respectfully yours,

Bateman Hardware Co.

Salida, Colo., June 8.

FOWLER DAY.

Hill Cycle Mfg. Co., Chicago, Ill.

Gentlemen: "The Bearings" of last two issues and accompanying TRUTHS at hand. There is no merit like success. Good for you. Go in; keep it up. I glory in the success of young concerns. You have surely given the old fossils (as well as your younger competitors) something for their think boxes to work upon. May 30 was certainly a "Fowler Day." Yours truly,

C. T. Tupper,

Cashier George Sav. Bank.

George, Ia., June 10.

RUNS TWICE AS EASY.

Hill Cycle Mfg. Co., Chicago, Ill.

Gentlemen: It may be gratifying to you to know that after having given my Model 25 Fowler of 1894 a thorough test as to its qualities for speed and easy running, I am prepared to admit that I have never ridden a wheel giving

such general satisfaction in every particular as the Fowler gives, and I am frank to confess that while riding a high-grade wheel during the last season I was usually the tail end of every procession I joined. This year, however, riding in the same company, and with the same makes of wheels as last year, I am usually in the front ranks, and find less than half the exertion required to propel my mount. You may put down first, last and always in favor of the Fowler. Yours very truly,

R. J. Suits.

Brooklyn, N. Y., June 7.

THE FOWLER TRUTH.

Some competing manufacturers say it is a bragger. We rise to remark to those manufacturers that when they have accomplished what we have they will have the same right to feel a "little good." They will then realize how good we feel when we hear the cry on every side, "As good as the Fowler."

THE FOWLER BANTAM.

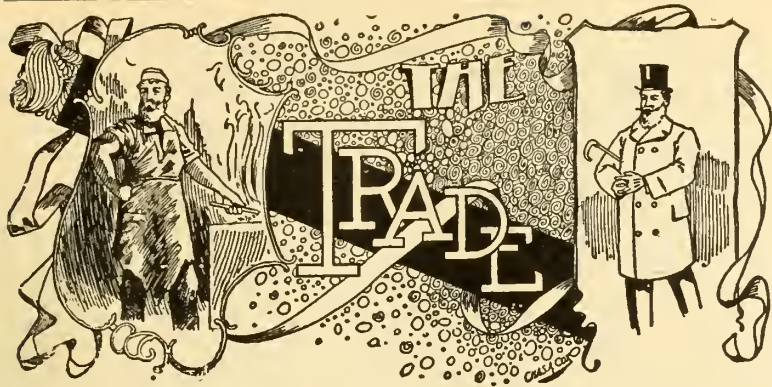
This wheel, we might say, made its debut on May 30, and what has it accomplished? It has won more amateur races in this country than all the other wheels put together. The ball started to roll in the Chicago road race when little Freddie Rau won the great event from a field of 325 starters. He rode a Fowler Bantam, and the way he pushed that twenty-two and a half pounds of steel, rubber, and wood over the famous course made the old riders open their eyes. Right behind him was J. Bezenek, also on a Fowler, and these



boys found it comparatively easy to win.

In the Irvington-Milburn the Bantam showed up well, and came near winning the race. If it had not been for an accident we would have had another feather in our cap.

Since then we have been kept busy chronicling the wins on the Bantam.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

VULTURES IN THE TRADE.

It is high time that the newly organized trade association took measures to protect that part of the trade which does business in a legitimate manner—much the largest portion, we are glad to say—against the methods of those makers who can not or will not dispose of their goods in a way that will not work injury to the business of all. It is absolutely absurd to say that high-grade bicycles can be made and sold at a profit at \$50 apiece. Yet there are several fairly well-known makes of wheels that are being sold at this price. Makers who, either from lack of good business methods, lack of proper advertising, or lack of worth in their wheels have been unable to obtain representation in the larger cities have sold their wheels to big dry goods houses who in turn have sold them at about what they cost to make. Particularly has this been so in Buffalo, where a large dry goods house is advertising high-grade bicycles at \$50 each. The advertisement says that the makers of the wheels will not allow the name plate to be used, but they (the dry goods firm) print a facsimile of a gold medal alleged to have been awarded the makers of the bicycles at the World's Fair. The wheels are 1893 Sunols. McIntosh-Huntington Co. tried first to get the local dealers to take hold of their wheels, and, failing in this, they place them with a house which advertises them as getting first prize at the World's Fair, and winning two hundred prizes last year. The Toledo Bicycle Co.'s Dauntless is being sold by one man for \$49 and the Buffalo Wheel Co. are selling their \$125 and \$150 wheels to a \$3,000,000 dry goods house, who advertise that it is robbery to charge more than \$50 for high-grade wheels.

All this is not very encouraging to the retailers of the town whose business for the season has been ruined. Nor is it encouraging to the agents of the firms whose goods are being slaughtered in this manner. What would a customer say who heard that the wheel he was about to pay \$125 for was being sold in a neighboring town for \$50?

THE END NOT YET.

Justice Romer's Decision Does not Settle the Clincher-Macintosh Controversy—English Trade Notes.

LONDON, June 16.—The great tire question of Clincher vs. Macintosh has at last been decided in favor of the plaintiffs, the North British Rubber Co., by Mr. Justice Romer. In giving judgment his lordship expressed his views very clearly, and stated at considerable length his reason for arriving at a decision in favor of the plaintiffs, but notice of appeal was immediately given, so that we are as yet little nearer the end of the matter. How the judgment will affect the tire market over here, time alone will show, but I expect that several of the tire-share quotations will fall considerably during the week. If tire prices fell, too, it would be a good thing for the trade.

Justice Romer's Decision:

The only real question in this action is one of infringement. The objections to the validity of the patent fail, and the patent is a valid one, and the invention a valuable and meritorious one. On the question of infringement I will first state what in my view is the essence of the invention. It is the combination of an outside flexible tire that can be easily removed, because it is not in itself a complete tube, and of an inside complete tube capable of inflation, so that when the inside tube is inflated the flexible tire is kept on to the grooved dovetailed metal tire by the pressure of the sides of the flexible tire against the groove. And the patentee shows that you may thicken the sides or edges of the flexible tire whereby obviously you increase the grip; and clearly the greater the grip the more difficult it will be for the inside tube, if made very elastic, to force the flexible tire out of the narrow mouth of the grooved metal tire.

Now, in my opinion, what the defendants have done is substantially this—they have taken the patentee's idea, and the essence of his invention. All they have done in substance by way of alteration is to increase the size of the outside flexible tire, and the thickening of its edges, and to exaggerate the dovetailing of the metal-grooved tire, so as to give a greater grip, and render it more difficult for the flexible tire to be forced out of the mouth of the groove, and this enables them to employ as they do, for the inflatable inside tube, a more elastic tube than that mentioned in the body of the plaintiffs' specification. I think that the defendants' tire is an improved form of that invented by the patentee, but still in substance the patentee's, and an infringement. Let me now say a few words in detail on the various grounds urged by the defendants against the above view. The point which was chiefly relied on at the trial, and to which the evidence of the defendants chiefly directed, was that owing to the way their outside flexible tire was made (being made partly of cloth cut on the

cross) it was not held at all, or to any substantial extent, in the groove by the pressure of the inside inflated tube forcing its edges against the sides of the groove substantially, as described in the plaintiffs' specification. The evidence on this point was considerable and complicated. At the conclusion, if I had been bound to decide at once, I should have decided against the point, but I felt some doubt, and in hopes of having that doubt removed, I suggested that an independent expert should be appointed to examine into the matter, and report to me. The parties consented to this, and agreed in selecting Mr. James Swinburne as the expert. That gentleman has acted and reported, and most carefully and ably he appears to have done his work. Any doubt I had has been entirely dispelled by his report, and it is clear to me that the defendants' tire can not be distinguished from the plaintiffs' on the ground I am now considering.

Another point taken by the defendants is this. In the body of the specification the patentee describes his inside tube as made of cloth and india rubber; the defendants' inside tube is made of india rubber only. It is said that cloth was essential to plaintiffs', for, otherwise, their inside tube would be too elastic and blow out the outside tire—at any rate would do so if the sides or edges of the outside tire were not sufficiently thickened.

And the argument is put very ingeniously thus: If the plaintiffs' specification be construed so as to include an inside tube made wholly of india rubber then it is bad, because the patentee has not shown in that case how to avoid the blowing off of the outside tire which would ensue, and which would make the tire useless. But ingenious as all this is, it does not appear to me sound. The patentee has pointed out by his specification a perfectly good way of carrying his invention into practice. The invention worked in the way stated in the body of his specification, with an inside tube made of cloth and india rubber, works perfectly well, and no one, practically, could feel any difficulty in carrying it out. I do not think he was bound to point out, what would be obvious to any sensible person, that the less cloth you had, and the more elastic, therefore, the inside tube became, the more necessary there would be for increasing the grip by thickening the sides of the outside tire, or exaggerating the dovetailing of the groove. Clearly, to my mind, the patent is not bad on any such ground. But take it that so far as the patentee is concerned he has indicated by the reference to the cotton that he does not contemplate his inside tube being too elastic or being made wholly without cotton, and then suppose a man subsequently finds that by much increasing the grip referred to in the patent he can, without the risk of blowing out the outside tire, make the inside tube more elastic than the patentee thought, and wholly drop the cotton, would this enable him with impunity, and without being considered an infringer, to take and use the whole of the patentee's invention so long as he employed the increased grip and the more elastic inside tube? I think not.

The next point taken by the defendants is that their inside tire is essentially a complete tube and not an arched tire like the plaintiffs'. But I am satisfied that the defendants' outside tire is not a complete tube, but is in all substantial respects, though enlarged in size, the same as plaintiffs' arched tire, and acts in exactly the same way, and has the same advantages as to speedy removal and otherwise of the plaintiffs' tire. Reference was made to Par. 11 of Mr. Swinburne's report, and the experiment there mentioned as tending to support the views that the defendants' outside tire acted as a complete tube. But this suggestion is made on an understanding of Mr. Swinburne's experiments. The strips which he put on were put not across the tube at right angles to the plane of the wheel, but lengthwise. Mr. Swinburne himself, who was present in court, corroborated this. Lastly the defendants try to make out that their tire is held in the groove by a different kind of action from that by which the plaintiffs' tire is held. The defendants say that the plaintiffs' tire is held in exclusively by frictional action, and that in the defendants' case there is no friction. But on the evidence and report, I came to the conclusion that this contention of the defendants' is not supported in facts. No doubt there is more direct frictional action in the plaintiffs' case, especially in the example where there is no thickening of the sides or edges of the outside tire. But it is not all frictional pressure, even in the last example. You can not have friction without pressure, and pressure of an elastic material against an edge, or anything in the nature of an edge, tends to thicken the adjacent parts of that material. Nor is the defendants' action wholly free from friction. The truth, I think, is that the difference between the two is only one of degree, arising from the fact that the defendants have, as I have before mentioned, increased the size of the outside flexible tire, and the thickening of its edges, and exaggerated the dovetailing of the metal-grooved tire. In both cases the tire is kept on by the difficulty caused in trying to pull a broad thing through a narrower opening. The plaintiffs, therefore in my judgment, are entitled to the relief they claim. Therefore judgment will be for the plaintiffs with costs.

The Dunlop Co. is proud of the fact that all the N. C. U. championships so far have been won on Dunlop tires. This is no doubt a capital advertisement, but after all the meeting at Birmingham was rather a fiasco. I can not understand why the Dunlop should be so popular on the track and the Palmer on the road. The latter is evidently the faster tire of the two, as was pretty well proved in a recent 50-mile handicap, held on the highway by the North Road Club, when the first seventeen places went to the riders of Palmer tires.

The exports last month reached, I am told, higher value than any total which has hitherto been recorded, so that the trade should be looking up. Yet the larger firms, more particularly those at Coventry, are discharging hands; something is wrong somewhere, and I shall await the balance sheets with interest.

The Tandem Safety has Come to Stay,

despite the crusade which has been started against it in certain interested quarters. The larger firms do not, however, seem to care to push this class of machine, for the reason, I suppose, of its being far more costly to build than any other. Messrs. Humber & Co. look upon it as a capital machine for lending purposes, but do not think much of it in a strictly commercial sense. I think that the firm is making a grave error in this respect, as there can be no doubt that the tandem tricycle is now quite out of it as a practical cycle. There will always be people who will prefer tandems, and to these the tandem safety will appeal. Again, why should manufacturers construct a machine solely for lending purposes, unless ultimate sales are expected as the result of the records made on these machines? I am certain that the tandem safety has a great future before it, if properly constructed. At present I have not seen one machine of this type fitted with sufficiently strong front forks. Breakages of this important part are doing much to keep the tandem safety in the background at present.

The Cycle Trade Patents Journal for this month has a very interesting article on "Inventors' Difficulties," in which the alteration which has come over the trade during the past few years is very clearly set forth and the fact that manufacturers will not, if they can help it, adopt anything new, is commented upon. I know at the present moment of a certain invention which has been tried and has proved most successful; and yet is still going begging, simply because it would slightly increase the cost of a machine. Cutting prices sometimes means inferior articles, and the keen competition which now prevails does not lead to the perfection of the cycle. It is a competition of prices, not of merit.

I must still defer my experiences of the Boudard gear, as I am by no means satisfied with the experiments which I have so far conducted, and until I get two machines of equal weight and workmanship, should not like to give a definite opinion of its merits. I hope in a fortnight to be in a position to

Give the Gear a Thorough Test.

Meanwhile, I may as well describe it as it at present exists: The crank axle of an ordinary long wheel-based safety is fitted with a large gear wheel having internal teeth similar to the gear employed in the Loco safety. Immediately behind this crank axle is another short axle running parallel with the crank axle and carrying on the end nearest the internal toothed wheel referred to, a small toothed wheel gearing with the internal teeth. This secondary axle revolves three times and a fraction (about one-eighth) to every revolution of the crank axle. On the opposite end of the secondary axle is a toothed-gear wheel, containing from seven to ten teeth, according to the gear desired, which is connected in the ordinary manner by means of a chain with another cog wheel, containing eleven teeth on the back-wheel hub. It will thus be seen that the rear wheel is really geared down in relation to the secondary axle, and that there is consequently but little strain or friction on the chain. I am inclined to think that this latter fact is the real secret of any advantage which may possibly be derived from the gear.

It Is Against all Mechanical Laws

to go round two sides of a triangle to obtain power which can be transmitted direct. Of course the friction of the internal teeth of the first pair of wheels is against the gear. Whether or not we shall really have another revolution in cycle construction, owing to the Boudard gear, I am not prepared to say, but I don't think so at present. Any way if the gear is a success it can only be owing to the reduction of friction on the chain and this can be arrived at equally well by the adoption of large gear wheels, a method which would have the great advantage of simplicity and which would dispense with the friction of the internal teeth.

Summer has come at last, but I fear it has arrived too late to save many of the agents whose business has been spoiled by the atrocious weather which has prevailed until the last few days. On all hands I hear the same tale of depression, more particularly so far as the middlemen are concerned. Whatever the weather may be now, the season must be a bad one from the agents' point of view.

WILL O' THE WISP.

MACDONALD WILL NOT RESIGN.

NEW YORK, June 25.—For some time past rumors have been afloat that George A. MacDonald, the manager of the Raleigh company's New York house, and American headquarters, was about to resign. To a BEARINGS' man he spoke as follows in regard to the subject: "I wish to say, once for all, that there is no truth at all in the rumor as to my resignation. Because I am interested in several other kinds of business it is no reason why I should leave here. And yet that has given rise to the rumor that such was my intention. The rumor has been current for about two months, but I first heard of it while I was in Chicago recently. There is nothing further to say excepting that we are as busy as can be and everything is all serene. I expect to go to Europe during July or August, in time to see Zimmerman ride in the Grand Prix. Oh, yes, I think he will win it. Hope so any way. Kindly contradict that resignation rumor for me in THE BEARINGS, will you? Thanks, Good-day."

RALEIGH TO CLOSE.

NEW YORK, June 26.—It is learned on good authority that the Raleigh Cycle Co., Ltd., will close its Chicago branch on July 1. Manager Abbott has been instructed to sell out all goods and shut up shop. The orders came, it is rumored, from the head offices of the John Griffiths company in Dublin. The Griffiths company has not found its American branches paying investments, and word has gone out that expenses must be reduced all along the line. Mr. John Griffiths arrived in the city recently, and since that time the cutting down of expenses has been decided on. No definite information in regard to the Premier company could be gotten, but it was rumored that they would follow the example of the Raleigh company.

Trade Association Meet.

NEW YORK, June 27.—The trade association held a meeting last Monday night. Eight of the members of the association were present and nothing but routine business was transacted. Several resignations were accepted and the annual dues fixed at \$5.

A Card From G. & J.

EDITOR THE BEARINGS: We have noticed a tendency on the part of the cycling press to exercise a sort of espionage over the trade and those directly connected with the trade, with a view of correcting existing abuses and placing the bicycle business upon a higher and more stable basis. We think the idea of reporting agents who cut prices a good one. We ourselves are very thankful to have these things called to our attention, and always made strenuous efforts to remedy such abuses.

Much as has been said about bicycle salesmen, it is a fact, however deplorable, that the impression seems to have gone abroad in the trade that any one can sell wheels. In accordance with this idea, racing men, workmen from the bench, and others, with no business qualifications, are sent out as full-fledged salesmen. It seems as though their first thought is, not to

expatiate upon the good points of the wheels which they are endeavoring to sell, but to inform prospective customers of the bad points in other wheels. If no true statement can be found derogatory to competitive wheels, they manage to invent one.

We do not believe in personalities, as a rule, but think that when a person wilfully attempts to do us injury in a commercial way, we are justified in exposing his methods, in order to warn our own agents and other manufacturers against him. We regret the necessity of referring to the selling methods employed by one J. P. Walters, a salesman for the Stover Bicycle Mfg. Co. We have been notified by many of our agents that his first move on entering the presence of a prospective agent, is to lay down his card, upon which he has pasted a half-tone clipped from a recent bicycle paper. The cut we refer to was one of the associate editor of THE BEARINGS, reproduced from a photograph taken directly after an unfortunate fall which he received. Upon this clipping he (the salesman) has written: "Hurt on a Rambler." He then proceeds, not to extol the merits of his own goods, but by insinuation and direct misstatements, to run down the Rambler, selecting that wheel, perhaps, as his only competitor worthy of notice.

All well-informed wheelmen and agents will understand that the best bicycle on earth may meet with a misfortune. It is not always the fault of the wheel, but very often the fault of the rider. In this instance, Mr. Sinsabaugh, the editor whom we mentioned as having been hurt, was riding a borrowed Rambler—one of the very few which we loaned out last year. It was a track wheel, and Mr. Sinsabaugh was warned against the use of the wheel on the road. He persisted in ignoring the request, saying that he "knew the Rambler, and was not afraid to use it." At the time the wheel broke, he was, as we learn from good authority, racing along a railway on a bad roadbed. While we deplore the accident, we still insist that it was not the fault of the wheel, but that of the rider. He did not seem to think so, and consequently (we can see no other reason) published the half-tone in question, knowing that a large number of club mates and others were aware that he was riding a Rambler.

We wish to state, in justice to the Stover Bicycle Mfg. Co., that they assure us that this man Walters has been ordered to desist in his unprincipled methods, but that he has ignored their orders.

We trust you will not think this too personal to give it space in your paper, for the reasons stated in the first part of this letter, and thank you in advance for its publication in the interest of the trade.

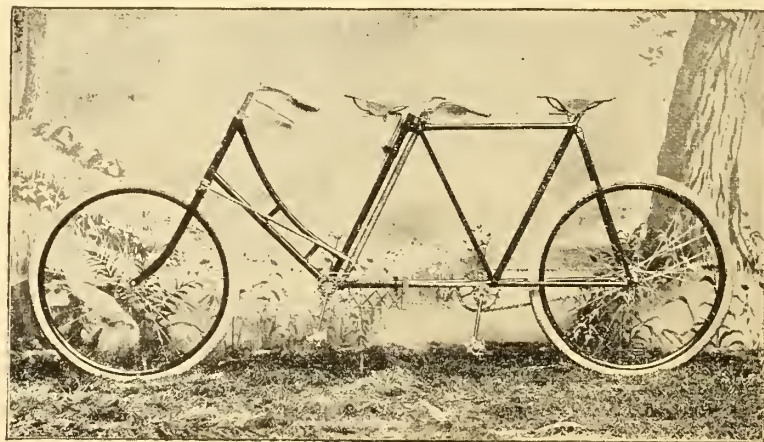
Yours very truly,

CHICAGO, June 21.

GORMULLY & JEFFERY MFG. CO.

The Stearns Tandem.

The interest shown in tandem riding by the English is being felt on this side of the water, and we may expect to see many loving couples mounted on "a bicycle built for two" next summer. The demand for the double machine was not small this year, and E. C. Stearns & Co. report that they



have been unable to keep up with the demand. They have a very handsome machine weighing but thirty-eight pounds. It is built on very beautiful lines, as will be seen by the accompanying illustration.

Philadelphia Trade Notes.

PHILADELPHIA, PA., June 23.—George Bolton, who for the past six months has been in charge of the Overman Wheel Co.'s local branch on Arch street, will, after next week, be found on the road attending to the company's wholesale trade in New Jersey and eastern Pennsylvania. Manager Williams paid a visit to Chicopee Falls last week and while there the change was agreed upon. Mr. Bolton traveled over this same district for the Spaldings last year and is thoroughly familiar with the trade.

H. A. Cain is now the Philadelphia agent for the Andrae wheel and is meeting with great success for the short time he has had charge. There are six patterns of this make, selling for \$125, which promise to become popular with local wheelmen. Mr. Cain's place of business is at 260 North Thirteenth street.

J. E. Lancaster, the Philadelphia agent for the Premier, has been secured by the Herder Cutlery Co., of 126 South Eleventh street, to manage their bicycle department. The company handle the Fowler and the Imperial.

ARKANSAS AND TEXAS TRADE NOTES.

Notwithstanding the condition of the streets, and also the fact that the country roads are in general very sandy around Texarkana, quite a number of wheels have been sold in Texarkana, and the riders all seem to be unusually progressive and enthusiastic. A nice club has been in operation some time, all the members of which are well uniformed, and club runs are quite common.

There are no dealers regularly in the cycle trade alone, but the Cleveland and Columbia wheels are well taken care of by Will McCartney, and Max I. Mosher has placed the Rambler on an excellent footing with the cycling public, and incidentally mounted a number of his club mates on that popular wheel.

Hot Springs.

Hot Springs is doubtless destined to be one of the very best cycle towns in Arkansas, and the trade is just now opening up, although Mr. C. S. Melard has represented the Columbia for some time and sold a number of wheels. The efforts of Mr. Melard and the Hot Springs Cycle Co., which has only lately taken a hand in the trade, are doing a great deal to boom the business. The latter concern have placed a nice order for renting and also for stock wheels. The Hot Springs Cycle Co. is composed of W. C. Myers and R. L. Reed. The latter-named gentleman will have the active management of the business.

Contrary to what might be supposed, owing to the fact that the city of Hot Springs is situated in the mountains, the city streets and country roads are first-class for cycling. The condition of the roads and the natural advantages of Hot Springs should make the resort especially fitted for racing men to train, particularly to get in condition for their track work.

The Hot Springs Cycle Co. will handle Ramblers. The Victor also have a representative, and with the assistance of the local representative, J. G. Williams, the Overman company's southern traveler, succeeded in placing quite a nice order for '93 Victors, and also some new wheels.

Pine Bluff.

Pine Bluff has enjoyed an unusually large cycle trade this season, and although the trade is very quiet now, it is not thought that the season's business is over. Over one hundred high-grade wheels have been placed already this season, about thirty of which have been Ramblers, and the balance divided between Victors, Columbias, Clelands, Eagles, Lyndhursts, Syracuse, with the three first wheels mentioned decidedly in the lead. P. M. Kilroy, the Rambler agent, has doubtless sold more wheels than any other one dealer in the city. Fox Bros., hardware dealers, handle the Victor, Cleveland, and Eagle wheels, and report their trade as being quite satisfactory.

C. Voss & Bro. carry the largest stock, and the number of wheels they have on hand would be enough to equip a cycle store for a much larger city than Pine Bluff. Not knowing just what the later demands of the trade will be this season, I should say that they were overstocked. They are in a position to know, and doubtless do not think so. They are agents for, and carry in stock, Columbias, Lu-mi-nums, and Falcons.

J. M. Goza, it is learned, has been doing quite a successful wheel business, but the writer was unable to see him. He handles the Western Wheel Works machines and the Syracuse wheels.

For the size of the point, there are decidedly too many already in the trade, and while the demand might have justified these parties in entering the business, I should say that from now on none of the dealers will find it profitable to carry much of a stock of wheels.

Little Rock.

Cycling in Little Rock, which should really be the very best city in the state for cycling, needs something to revive it, and give it a good start. The Victor wheel is handled by the Dickinson Hardware Co., while the Dickinson Arms Co., next door, and apparently the same firm, have the Columbia agency. Neither the Dickinson Hardware Co., nor the Dickinson Arms Co. are making any particular effort to sell wheels at present, but if the trade should get started, they would doubtless do a good business with the excellent facilities they have for handling wheels. The Little Rock Book & Paper Co. are selling Waverleys and Centrals, but report trade very dull, in fact none at all.

The McSwine Brokerage Co. have only lately taken the agency for the Rambler, and have placed an order for a full sample line of wheels. If there is any possible show to get the trade started up, they propose to do it, and those who are in a position to know the hustling abilities of W. J. Powell, who will have charge of the cycle part of the business, think that if any one can get it started, he can. I certainly hope so, for Little Rock is too good a town to see stay in such a lethargic condition as concerns the cycle trade, and should be one of the representative cycling cities in the south.

Fort Smith.

The '94 trade in Fort Smith has been nothing to brag of so far, although quite a number of wheels have been sold, and there will be a good

deal of business throughout the balance of the season. The cycle trade of this city seems to have been conducted on a good sound basis, and in a businesslike manner.

The Sengel Hardware Co. handle the Victor and Rambler wheels, and they are doubtless the pioneer cycle firm, not only in the state, but in the south. They have been handling the Rambler wheel alone for the past six or seven years, and it is on this wheel that they have built up an immense trade for the size of the point. Mr. Sengel himself is an enthusiastic rider, and an ardent admirer of all amateur athletic sports. The Ayer Hardware Co. handle the Westminster and Lyndhurst wheels.

Texas.

The new wheels that have been sold in Paris this season is variously estimated all the way from seventy-five to two hundred and fifty. Perhaps a conservative estimate would be one hundred and twenty-five. A glance at the different firms handling wheels in Paris, to say nothing of a large number of others who have bought a wheel with the discount off for their own use (pocket agencies) and incidentally "took the agency," shows quite plainly that even though the number of wheels sold has been large, those in the business have not made very much out of it. R. Stanhope handles Columbias; W. A. Logan, cotton business, Centrals; E. B. Baker, jeweler, Sterlings; Chas. Walker, Imperials; Mr. Peterson, proprietor of the Peterson Hotel, Sylphs, and Rouse-Hazard's wheels; Hickman, Allen & Co., hardware and queensware dealers, St. Nicholas wheels; the Betts Hardware Co., Syracuse, and other wheels sold by Simmons' Hardware Co. and Shapleigh Hardware Co. In addition to this, some doctor, whose name the writer was unable to obtain, is selling Fowlers. W. E. Massenberg & Co., queensware, have the Rambler agency, and even with the large number of agencies in the field, and although the agency was taken late in the season, they have sold a few wheels. It is useless to say that there are too many people handling wheels in Paris.

Sherman.

Almost the same state of affairs as exists in Paris, is also found in Sherman. None of those in the cycle trade, however, have done anything to brag of, and while there has been quite a number of wheels sold, the large number of agencies have made the percentage of business obtained by any one firm small. This is due somewhat to the number of wheels that have been sold in Sherman in the past seasons, and although a city of but from ten to twelve thousand people, the number of cyclists would do credit to some of the larger cities.

Cycling has often been recommended as a healthful exercise, but nowhere that I have ever seen is its effect so plainly noticeable as here in Sherman. So little demand has there been for drugs since cycling has been firmly established, that the drug stores have gone to handling wheels, and now, out of sheer necessity, I suppose, the undertakers are also handling bicycles. This certainly speaks well for cycling as a healthful exercise. As a competitor of street cars it is also felt, although I did not hear just what the reason was, I noticed that the electric cars had quit running, and I suppose all the people who used to patronize the electric cars are now riding wheels.

E. W. Hope, proprietor of the Sherman Bicycle Agency, and one of the most experienced and best known wheelmen in the south, who has been for several years chief consul of the Texas division, L. A. W., states that the season has been anything but a satisfactory one to him, and that there is no trade for anything now except cheap wheels. He handles the following makes: Munger, Raleigh, Victor, Spalding, Lyndhurst, Credenda, Central, and Keating. R. A. Gibbs, druggist, handles Western Wheel Works. Miller & Son, who, by the way, believe in large sales and small profits, the former being very slow to show up, but the latter—well, it is said that \$5 is all they want to make on a wheel—handle the Sylph, etc. Father and son both work in a flour mill, but they find time to hustle for the cycle trade as well. The Washington Iron Works sell a wheel of their own make, the Totten Special, a wheel which it is said weighs about thirty pounds, and is not entirely devoid of merit. Geo. Hubbard handles the Columbia and Waverley in addition to his brokerage business.

Hugh Perry, a stationer, started in last season to cut quite a wide swath in the local cycle trade, but nothing more than the start further resulted. He is still continued as the agent for the Union and Sterling wheels, although he has not shown any of the '94 wheels.

R. R. Dulin, undertaker, has lately taken the Rambler agency and placed an order for sample wheels. Mr. Dulin believes that notwithstanding the fact that there are a large number of bicycles already represented, that with a popular wheel like the Rambler he will be able to do some business. That remains to be seen.

Greenville.

Greenville is naturally suited for cycling, both as to the city streets and the country roads, and W. D. Johnson & Co., who have lately added a stock of bicycles to their regularly established line of books and stationery, have

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.
MORGAN & WRIGHT
CHICAGO

every prospect for a good trade in bicycles. Several other firms are contemplating handling wheels, but as Mr. Johnson is making a specialty of the cycle trade, and is himself an experienced cyclist, it is more than likely that this firm will do the bulk of the business. They have of late been handling a line of medium-grade wheels through the F. H. Collins Co., of Fort Worth, but Mr. Johnson will make the Rambler his leader, and has ordered a sample line of that make of wheel, and will also carry a stock of the necessary sundries and cycling accessories.

Dallas.

The sale of bicycles in Dallas for the season of '93 was very large, and as a result, where there were but two firms in the trade up until January 1, 1894, there are now no less than eight, four of which are practically exclusive cycle stores. The Victor wheel, sold by Ott & Treiller last season, enjoyed an enormous sale, but the season of '94 in Dallas has been distinctly Rambler. The Covey Bros. Cycle Co., who make the Rambler their leading wheel, were the only firm found who seemed at all satisfied with this season's business, and Mr. Covey spoke very enthusiastically of their success with the Rambler, and also stated that they had nothing to complain of, but that on the other hand their business had surpassed their expectations. The success of this firm is all the more merited, taking into consideration the fact that they had very strong competition, both as to prices and also as Dallas had been considered a decided Victor stronghold.

Treiller & McKee, who handle the Sterling, Stearns, and Western Wheel Works wheels, were not satisfied with their '94 trade, and while the firm have placed a few wheels, their cycle trade has not been profitable. On the other hand, they operate one of the best equipped repair shops in the state, and their work in this line has not only been satisfactory as to amount, but their patrons have been more than pleased with the results.

Fred Lake, proprietor of the Dallas Wheel Co., which firm handle the F. H. Collins' line of wheels in addition to a job printing office, report a few sales. Chas. Ott, who, after the death of his partner, Mr. Treiller, assumed full charge of the sporting goods business of the firm, still continues to handle Victor and Monarch wheels, but he has done very little locally, compared with last season's sales. At present he is making no effort to maintain the regular schedule of '94 prices on Victor wheels, and it is stated on good authority that two '94 Victors were offered last week for \$100 each. This statement was corroborated by the parties who were offered the wheels, and it is generally understood that their business has not been at all satisfactory, especially as to local sales, and the prices obtained.

The Texas Implement Co. have lately branched out in the cycle trade, and are endeavoring to place the Ariel, but the season is rather late, and owing to the very badly disturbed condition of the local trade, it is quite doubtful whether they will have much, if any, success this year. It is also stated that they are handling the Lu-mi-num.

The Dallas Riding School, conducted by Chas. Reynolds and J. L. Slicer, have heretofore done sort of a brokerage business for the local firms,

and sold any wheel that they could, but it is understood that one of these gentlemen is now in Chicago, and that he will also stop in Peoria and St. Louis, with a view to securing a line of agencies of their own. The evident object of this firm is to teach people to ride and then, while the enthusiasm is on, sell them a wheel.

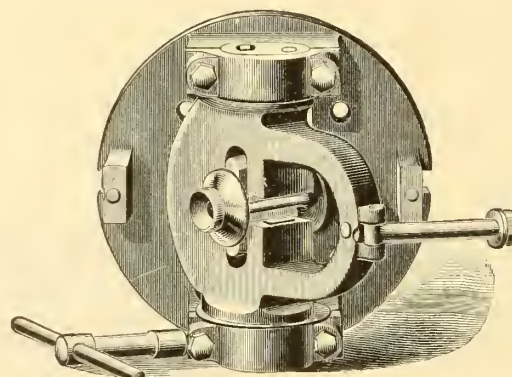
John Treiller, and P. T. Entricen are the last ones to go into the cycle trade, and their agency is of so late a date that they have nothing as yet to report. They will handle the Andrae and Cleveland wheels. It is also understood that they will conduct a messenger service, and, incidentally, Mr. Treiller will continue to publish monthly *The Cyclist and Sportsman*, a paper devoted to the interests of the Texas cyclists and also to the sportsman.

One might easily infer from this sketch of the condition of the cycle trade in Dallas that there were about six firms too many in the business.

"LONE STAR."

Reverse End Chuck.

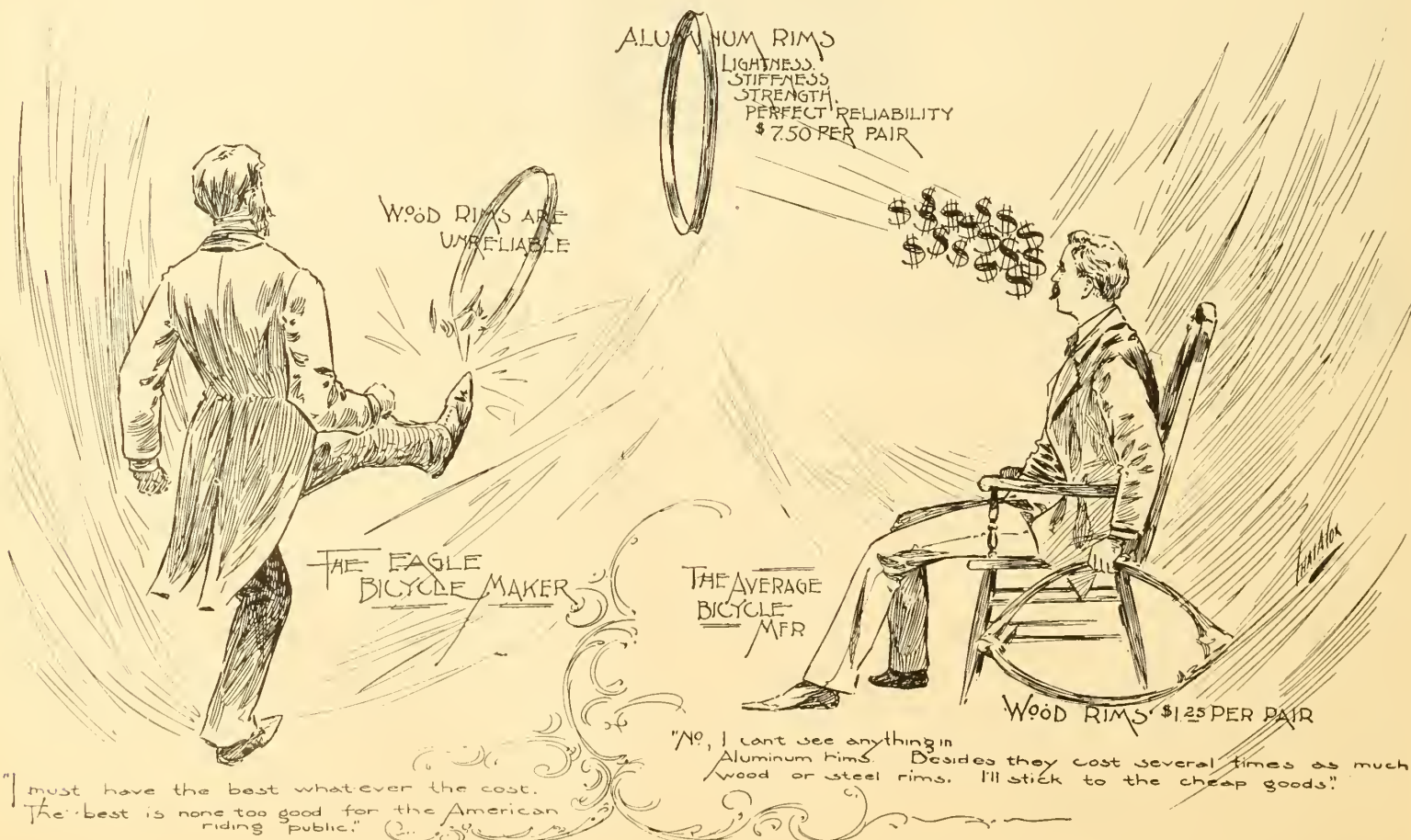
The accompanying illustration is of a chuck to be used on the lathe, screw machine, or similar tool, and is designed for holding bicycle hubs or other similar work where it is desired to finish both ends or sides without resetting or removing the work from the jaws of the chuck. The chuck proper is a solid steel yoke, or head, having a journal at each side on which it rotates in bearings on the main frame, or body, permitting the head and work to be completely reversed. The head is fitted with a pair of steel jaws, having removable faces, which are bored to suit the work after the chuck is fitted to the lathe. The jaws are brought together simultaneously by a right and



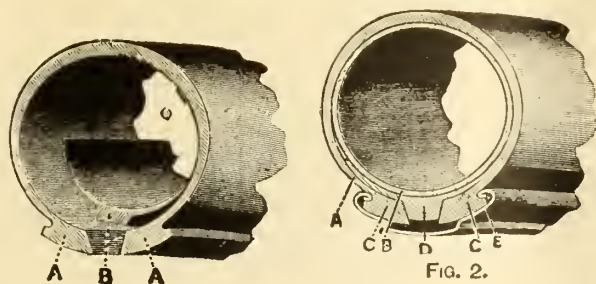
REVERSE END CHUCK.

left screw, operated from either end, thus centering the work.

On one side of the yoke is fitted a hinged bolt for securely clamping the head in either position. Hardened steel seats are also inserted in the yoke and main body to insure the accurate alignment of the work. The main body is fitted to a face plate on the spindle of the lathe or screw machine in the usual way. The manufacturers are the Garvin Machine Co., Laight and Canal streets, New York.



"I must have the best whatever the cost.
The best is none too good for the American riding public."



The Cyclone

Mechanically
Fastened
Clincher Tire

Is positively the only practical Clincher Pneumatic Tire yet offered, and the only one constructed on a self-locking principle.

WILL NOT CREEP on account of our novel method of locking the shoe and tube to the rim.

CANNOT BE PUNCTURED by the ends of the spokes, as a thick part of the tire lies just over the spokes' ends, protecting the tube.

CANNOT BLOW OFF RIM, as the Keystone Wedge securely locks the flanges of the tire into the clincher hooks of the rims,

EVEN WHEN ENTIRELY DEFLATED, as the weight of machine or rider will cause this wedge to lock the tire. This is not true of any other mechanically fastened tire.

IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES. For repair work, the Cyclone Tire can be used on G. & J. style of rims. Try them.

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Trenton, N. J., U. S. A.

DOES RACING PAY?

A satisfactory answer to the question, "Does racing pay?" would be worth a great deal to many people, especially at this stage of the game, when the racing season is just about to open in earnest, with the promise of being the greatest in the history of the sport. With but few exceptions—some of them notable, it is true—it is considered almost a matter of necessity to take a hand at the game to avoid being left in the race for business.

Beginning with the local dealer, who is no longer in the swim unless he, too, has his little band of retainers, at whose beck and call he must be complying with their sometimes absurd whims and fancies, or something over the remembrance of a defeat which is, of course, laid at the door of the wheel ridden; continuing up through the branch houses (which maintain their junior teams) to the fountain head—the makers, with their strings of flyers, all subsidized directly or indirectly—the methods in vogue are much the same.

The racing man continually strives to increase the supply of oil which he is receiving, while his employer as earnestly devotes himself to the task of keeping it down to the lowest notch. As long as the former is not very successful in his riding, the latter's task is comparatively easy, but the instant Mr. Racer

Scores Some Big Victory

he finds he has become possessed of a veritable Aladdin's lamp, which he has only to rub, and lo! a genie appears to execute his slightest wish. The services rendered may not be entirely willing, but the maker knows only too well that if he does not yield a sufficient quantity of oil some other maker will.

Costly and irksome as is the task of maintaining a stable of racing men, it is the general opinion that the laborer is worthy of his hire, and that his employers reap a reward commensurate with their outlay. So firmly are some convinced of this, having in view the wonderful reputation achieved by the Humber in England, by its success on the race path, that they look upon racing as the best advertising medium open to them. The victories won upon it make famous the wheel ridden, as could be done in no other way, as witness the success of the wheel with which Zimmerman's name has been identified for so many years.

While it may be said, on the other hand, that not a few firms attain success without availing themselves of the racing advertisement, yet it is equally true that most of them have, at one time or another, taken a hand at the game, with good results. They may tire of it, or, having captured everything in sight, resolve to give others a chance, but they find it impossible to

Entirely Ignore the Racing Spirit.

Men who do not race, and who do not take much interest in that branch of the sport, do not like to have their make of wheel left entirely out in the cold. The men he sells such wheels to complain, and with reason, of the exclusion of their wheel from a competition that is both exciting and interesting, and ask for racing wheels and men to ride them, and it is but rarely that some concession is not made to them.

If we turn to the tires that encircle our wheels we see even more marked signs of the beneficial results of racing. It is only necessary to point to the Dunlop tire, which formerly held sway in this country, and was dispossessed by the Thomas tire in '92 because the latter was made popular with the racing men, or to the wonderful run of the Palmer tire on the track last year, and its ready acceptance as a road tire by a large class this year solely on the strength of its track reputation. In fact, the fiercest battles of the year promise to be between the different tires, each maker striving to push his tire to the front, knowing that the quickest way to gain favor is to earn the reputation of being fast. S. W. MERRIHEW.

After Many Days.

St. Louis Refrigerator & Wooden Gutter Co. write: Negotiations have at last progressed to the point where we believe we can safely assure you that the long-talked-of test of frames between E. C. Stearns & Co., and our-

selves is to be brought about. The date has been set for July 9 and the place Cornell University, Ithaca, N. Y. This will doubtless be an exceedingly interesting event, as on the result of the test hinges the possibility of the greatest change in construction which the cycle trade has yet experienced.

Last week a mistake was made and the price of the Winton racer was said to be \$125 instead of \$150. We were notified of the typographical error too late to rectify it in this week's issue, and so correct the error in this way. Manager Brown also states that the Winton is having a fine season's business, in fact larger than last year, and bids fair to be the largest season's business in the history of the company. The Winton braced frame, which does away with all sorts of re-enforcements, is growing more popular every day, and it is said that one of the oldest and largest concerns in the business is now testing a model of this frame with a view of adopting it.

George Hilsendegen has decided to have his third annual twenty-five-mile road race at Belle Isle Park, Detroit, the latter part of July, possibly the 24th. The course is the finest in the country for road racing, and it is expected that Detroit will again hold the twenty-five-mile road record. The prize list will be large, and \$3,000 in value in prizes is guaranteed.

FIXTURES.

JULY.	AUGUST.
2-3-4 Cincinnati, Ohio, Ohio division meet.	1 St. Albans, Vt., division meet.
3 Waukesha-Milwaukee road race.	2 Warsaw, Ind., C. C.
3-4 San Antonio, Tex., C. C.	2 Fremont, Ohio, C. C.
4 Titusville, Pa., Crescent C. C. race meet.	2-4 Chicago national circuit meet.
4 Philadelphia, Quaker City W.	6 Milwaukee, A. C. C. of M.
4 Berkeley Oval, N. Y., Washington W.	7-9 Ripon, Wis., C. C. nat. circuit meet.
4 Jacksonville, Fla., athletic and bicycle club race meet.	10-11 Asbury Park, A. P. A. A.
4 South Bend, Ind., C. C.	11 Minneapolis, Minn., Cycle Track A. national circuit meet.
4 Saco, Me., York Co. W.	12-13 Antwerp, Belgium, international championships.
4 Hudson, N. Y., B. C.	13-15 Denver, Colo., L. A. W. meet, Denver Cycling Union.
4 Winona, Minn., Cycle Track Association	20-21 Pueblo, Colo., Rovers W. and A. Club national circuit.
4 Lockport, N. Y., P. C. C. and P. C. C.	22 Kansas City, Mo., Cyclers national circuit meet.
4 Paterson, N. J., Tourist C. C.	23 Mt. Clemens, Mich., Wheelmen.
4 South Orange, N. J., S. O. Field Club.	21-25 St. Louis, Mo., Pastime A. C. national circuit meet.
4 Watertown, N. Y., Watertown Cyclers.	21 Ottumwa, Iowa, B. C.
4 Bergen Point, N. J., N. J. A. C.	23 Trenton, N. J., Mercer Co. Wheelmen.
4 Waltham, Mass., national circuit meet.	30 N. Y. City, Am. W. nat. circuit meet.
4 Malden B. C.	SEPTEMBER.
4 Manchester, N. H., Thomas R. Varick.	4 Wallingford, Conn., Ramblers C. C.
4 Stockton, Cal., Oak Leaf Wheelmen.	1 N. Y. City, Am. W. nat. circuit meet.
4 Oakland, Cal., Acme A. C.	1 Norristown, Pa., Norri town W.
4 Asbury Park, N. J., A. P. Wheelmen.	3 Pueblo, Colo., Rovers and A. C. race meet.
4 Syracuse, N. Y., Century C. C.	3 Rahway, N. J., Union Co. Roadsters.
4 Beaver Falls, Pa., Beaver Valley Cyclers.	3 Bergen Point, N. J., N. J. A. C.
4 Scranton, Pa., Scranton B. C.	3 Waltham, Mass., Waltham C. C.
4 Baltimore, Md., Baltimore B. C.	3-4 Syracuse, N. Y., Syracuse A. C.
4 Plainfield, N. J., Crescent W.	3-4 Hartford, nat. cir. Hartford, V.
4 Greensboro, N. C., Greensboro, C. C.	3-5 Quincy, Ill., B. C.
4 Buffalo, N. Y. (Morn'g), Ramblers B. C.	4 Columbus, Ohio, C. C.
4 Cincinnati, road race, J. E. Poorman.	6 Waltham, Mass., Bicycle Track Assn. national circuit meet.
4 Keene, N. H., race meet, Monadnock C. C.	8 Worcester, Mass., Bay State B. C. national circuit meet.
4 Colorado Springs, Colo., W. C.	9 Chicago A. C. C.
4 Charleston, S. C., W. T. A.	10 San Jose, Cal., Garden City Cyclers.
4-5 Oskaloosa, Iowa, C. C.	11-13 Springfield, Mass., B. C. nat. circuit.
4-5 Hartford, Conn., Columbia, C. C.	15 N. Y. City, Harlem Wheelmen, national circuit meet.
4-5 Port Huron, Mich., W.	16 Waltham, Mass., B. C.
7 New York city, nat'l circuit Riverside W.	17 Scranton, Pa., B. C. nat. circuit meet.
7 Louisville, Ky., road race and race meet, Prince Wells.	19 Williamsport, Pa., Keystone W. C. nat. circuit meet.
13-14 Asbury Park, N. J., national circuit.	22 Philadelphia race meet, national circuit.
14 Newark, N. J., 100-mile road race, Atalanta W.	25-26 Baltimore, Maryland B. C. national circuit meet.
18 Baltimore, Md., national circuit meet, Cycle Track A.	29 Wheeling, W. Va., nat. circuit meet.
20-21 Cleveland, Ohio, Wheel Club, national circuit meet.	OCTOBER.
21 Racine-Milwaukee road race.	1 San Francisco, Cal., Olympic A. C. W.
21 Orange Oval, race meet, Orange Ath. C. C.	2 Danbury, Conn., races, Danbury Agricultural Society.
23 Newark, Ohio, national circuit meet.	
25-26 Toledo, Ohio, C. C. national circuit meet.	
27-28 Indianapolis, Ind., Zigzag C. C. nat'l circuit.	
28 Waverley, N. J., race meet, M. A. C. C.	
28 Flushing, N. Y., Mercury W. C.	
30 Lafayette, Ind., national circuit meet.	
AUGUST.	
1 Danville, Ill., C. C. nat. circuit meet.	

LIST PRICES REDUCED....

LIBERAL DISCOUNTS TO THE TRADE ON PRICES QUOTED BELOW.

Dealers can meet any competition in the United States at the present time with these goods. Note Prices—write at once for particulars.



	1893 Price.	1894 Price.
30-inch 1893 Pneumatic Crescent—1894 make.....	\$100 00	\$50 00
30-inch 1893 No. 2 Escort—1894 make.....	100 00	50 00
1893 30-lb. Scorchers Sylph (strictly high grade).....	150 00	75 00
30-lb. Regis Scorchers (strictly high grade).....	150 00	70 00
'93 No. 1 Rob Roy, 26 inch, cushion tires.....	50 00	25 00
'93 No. 2 Rob Roy, 26 inch, pneumatic.....	65 00	40 00
'93 No. 3 Rob Roy, cushion tires, 28 inch.....	70 00	35 00
'93 No. 4 Rob Roy, 28 inch, pneumatic.....	85 00	50 00
24-inch Pneumatic 1893 No. 2 Combination Junior.....	50 00	27 50

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ROUSE, HAZARD & CO., 142 G St., Peoria, Ill.

Manufacturers, Oldest and Largest Dealers in America....

MENTION THE BEARINGS

THE
No 23

THE BEARINGS

THE
CYCLING
AUTHORITY OF
AMERICA

....CHICAGO, JULY 6. 1894....

WHY TOIL?



THE UNION SPECIAL

Rides lightly up hill, down dale, on the level, its running is smooth and clear.

IT IS THE RACER.

Tyler and Sanger are proving this. Watch the races. They ride Union Specials. What do you ride?

Union Cycle Mfg. Co.

BRANCHES:
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239 Columbus Ave., BOSTON, MASS.

The AIRTITE-DUNLOP is supplied when a detachable tire is required.

"Truthful James"

on THE STERLING

(BUILT LIKE A WATCH.)

Dear Bill

You Bet Cal June 6, 94

I'm going to have a fine time at Asbury Park. I expect to ride the waves with my Sterling. Its lightness will keep me afloat. Its strength will keep off the Clams.

Everybody is talking about the combination Sterling - the Roadster. So many fellows are aching to race and yet like to do a good deal of road riding. These H.T. they can't afford to stable both a racer and a roadster so they get a Sterling Roadster. That is the wheel I have. As a roadster it weighs 29 lbs; stripped only 26 lbs. When it's stripped even Broncho Jim couldn't tell it from a racer. The brake spring is inside head the stripping is done in a minute, no fixtures left anywhere to show that it isn't a racer.

There is a 19 lb Sterling racer and it's a James Dandy, but for fellows like you and me who are not related to J. Gould the roadster is good enough. I tell you it's making a ster this year.

as usual

Truthful James

'Tis only the first step which is hard. Pick up your pen. Tell us you want a Cat.

WE'LL DO OUR PART.

STERLING CYCLE WORKS, 236-240 Carroll Ave., CHICAGO.

Special Agents: L. C. JANDORF & CO., 116-118 W. 125th St., New York.
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MENTION THE BEARINGS.

The Repairer's Tale of Woe.

(An Actual Occurrence.)



"I'll tell you a fact, young man—we get less repair work out of Victor Riders than of those of any other machines that are used half as much.—If we depended on Victors for a living, so far as repairs on 'em is concerned—we'd **starve to death.**"

....

Victors spend their time on the Road--not in the
Repair Shop.

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OVERMAN WHEEL CO.

BOSTON.
NEW YORK.

PHILADELPHIA.
CHICAGO.

DETROIT.
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PACIFIC COAST:
SAN FRANCISCO. LOS ANGELES. PORTLAND.

Lithographs Size 28 x 42
5 Colors.



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QUALITY==THE BEST. Prices on application.

SAMPLES OF LITHOGRAPHS AND HANGERS will be sent on receipt of 25c., which will be deducted from bill, if goods are ordered.

SAMPLES OF WINDOW CARDS will be sent under same conditions. Our assortment of these contain pictures of Bliss, Githens, Windle, Taylor, Tyler, Bald, Dirnberger, and Johnson all in five colors same as our portfolio and plates in our Christmas number.

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46-48 Van Buren Street, CHICAGO.

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Cycling
Authority
America



Crescent * Scorchers

High Frame
Wood Rims
Palmer Tires
25 Pounds

Price \$90.

ASK AGENTS WHO SELL \$125 WHEELS TO SHOW YOU THE \$35
DIFFERENCE IN VALUE.

Western Wheel Works

...MAKERS...

CHICAGO.

NEW YORK.

MENTION THE BEARINGS

“There were lots of other Tires there.”

== BUT ==

❖ PALMERS ❖

Scoop More Prizes than ALL others put together.

PARTIAL REPORT OF RACES LAST WEEK:

At Utica, N. Y., June 21st, out of a possible 10, **8** firsts, **7** seconds, **6** thirds. Twenty-one prizes out of a possible thirty. Sanger makes new State record one mile, 2:06 2-5. Jenny ties Johnson's State record, half-mile, 1:02 2-5.

At Rome, N. Y., June 22, Twelve Races. **9** firsts, **5** seconds, **5** thirds. Nineteen prizes out of a possible thirty-four. Sanger against time State record, one mile, 2:04; Johnson against time, State record, half-mile, :58 2-5.

At Kansas City, Mo., June 23, **Palmers won every event.**

At Osborn, Ohio, June 25, Smith Road Race, **2d, 10th and 12th** places, and **First and Second** time.

At Chicago, Ill., June 27, 5-mile Handicap Road Race, Clover Bicycle Club, **First, Time** and **Place. Second, Time** and **Place.**

At Denver, Colo., June 16th, 5-mile Handicap Track, State record by W. W. Hamilton,

Chicago to New York by H. A. Truax without a puncture or a pump; 202 1-2 miles in twelve hours on the road.

By W. Brookbank, Eng., World's record—first man to cover 200 miles in twelve hours on the road.

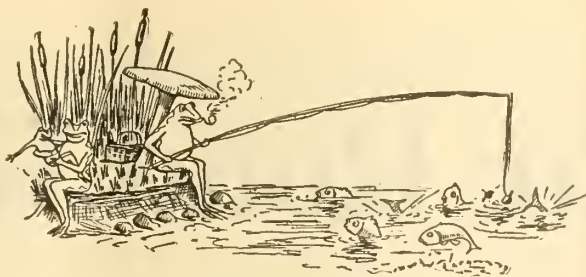
The Palmer Pneumatic Tire Co., Chicago, Ill.

COLUMBIA RUBBER WORKS CO.

65 Reade Street, New York
and 159 Lake Street, Chicago

For Prices and Information address the
Licensees and Manufacturers

THE B. F. GOODRICH CO.
Akron, Ohio.



Get out and Commune with Nature...

DO IT ON A WHEEL===Don't walk.

Take along some of that velvety buoyancy
imparted by a good tire

No misplaced confidence
...with the

“G. & J.”
or “Akron” Tires.

We make them. A broad gauge guarantee
goes with each one

Samples, Prices, and Descriptive matter for the asking.
...PLEASE ASK.

The B. F. Goodrich Co.

AKRON RUBBER WORKS,

SELLING AGENTS:

The Columbia Rubber Works Co.,
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CHICAGO, 159 Lake St.

AKRON, O.

Talk About Road Races!

G. & J. TIRES

ON THE ROAD

seem to enjoy the same privilege of "Prize Taking" as appropriated by "G. & J." tires on the tracks of this whole land.

WON ON RAMBLERS ALONE

FITTED WITH G. & J. TIRES.

100 miles Dallas to Van Alstyne, Tex., 1st time prize.
10 miles Greensboro, N. C., Road Race, 2d place, 1st time.
10 miles San Francisco Road Race, 1st, 2d, 3d, 4th, and 1st time.
90 miles Lexington to Covington, Ky., 1st place.
6 miles College Hill Road Race, Cincinnati, 1st time and record.
45 miles De Soto Course—new record.
25 miles Pulaski, Pa., Road Race, 1st and 2d place, 1st time.
9½ miles Champaign, Ill., Road Race, 3d place and 1st time.
12 miles Bloomington, Ill., Road Race, 1st place and 1st time.
10 miles Richmond, Mich., Road Race, 1st and 2d time prizes, also
8 miles Quincy, Mass., Road Race, 1st and 3d place.
7 miles Vineland to Millville, N. J., 1st place, 1st time.
10 miles Dewhurst Road Race, 1st and 3d place and 2d time.
13 miles Utica, N. Y., Road Race, 2d place.
10 miles Taunton, Mass., Road Race, 2d place.
10 miles York, Pa., Road Race, 1st and 3d place.
10 miles Kansas City Road Race, 1st, 2d, and 5th place.
20 miles Washington, C. H., Ohio, Road Race, 2d and 3d.
6 miles Chicopee Falls, Mass., Road Race, 1st place and 1st time.
10 miles Wilmington, Del., Road Race, 2d, and 4th place.
14 miles Brockton, Mass., Road Race, 1st time.
10 miles Bangor, Me., Road Race, 2d place.
5 miles West Philadelphia Road Race, 1st, 2d, and 3d, and 1st and 2d time prizes.
25 miles Youngstown, Ohio, Road Race, 3d place and 1st time.
10 miles Spokane, Wash., Road Race, 1st time.
8 miles Ocean View (Va.) Road Race 1st and 2d place, and 1st time and new record.
10 miles Lamont & Whittemore Road Race, 1st and 2d place and 1st time.
20 miles Sewickley Road Race, 1st time.
15 miles Kansas City, Mo., Road Race, 1st time.
Cedarville to Milwaukee Road Race, 1st place.

"G. & J. TIRES ARE FAST"

And Fast Men in these 17 States show by results
that their "confidence was not misplaced."

Any dealer or maker will supply the G. & J. Tires.

"G. & J. TIRE MANUAL" free.

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23 Warren Street, New York:

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Gentlemen:—It is with great pleasure that I report the satisfaction that I have had in the use of your light racing tires for road work. On May 15th, this year, I had my machine fitted with a pair of your No. 9 tires, and have had them in constant use ever since. I have participated in two road races, ridden nine centuries, and have made a total of over eighteen hundred miles, all over ordinary country roads, without sustaining a puncture or having the slightest trouble. For speed and comfort I consider your tires "par excellence."

Yours truly,

JOS. F. GUNTHER.

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...PLYMOUTH INTERLOCKED WOODEN RIMS.

ALL SIZES IN STOCK.

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DID YOU EVER....

SEE THIS TRIED ON
A STEEL FRAME?

No, and you probably never will.

100 pounds applied to the side of the
rear fork would wreck it.

This frame looks all right though,
doesn't it?

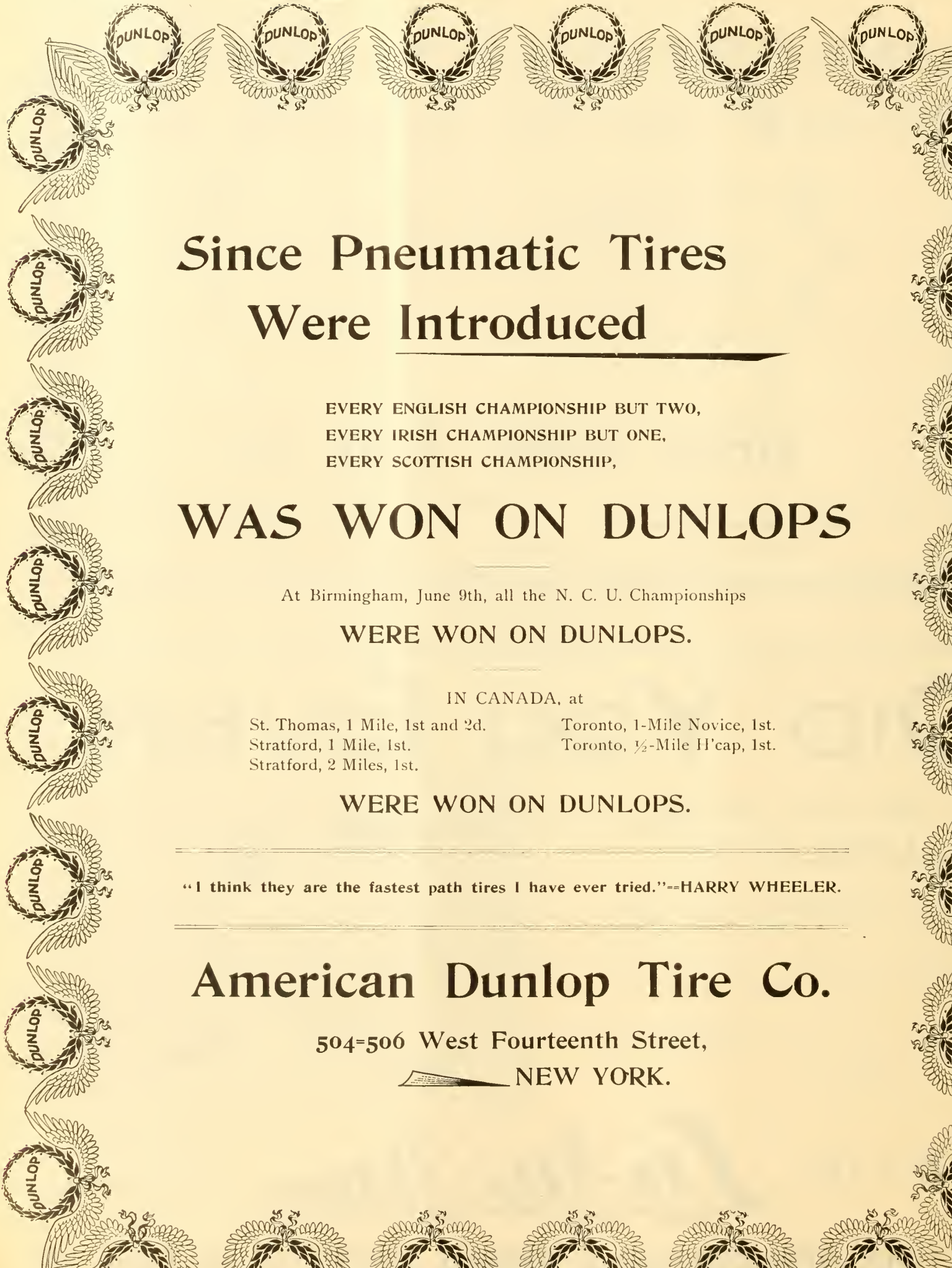


It's the *Sw-Mi-Num.*

CATALOGUE
TELLS MORE.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., St. Louis, Mo.

Mention The Bearings.



Since Pneumatic Tires Were Introduced

EVERY ENGLISH CHAMPIONSHIP BUT TWO,
EVERY IRISH CHAMPIONSHIP BUT ONE,
EVERY SCOTTISH CHAMPIONSHIP,

WAS WON ON DUNLOPS

At Birmingham, June 9th, all the N. C. U. Championships

WERE WON ON DUNLOPS.

IN CANADA, at

St. Thomas, 1 Mile, 1st and 2d.
Stratford, 1 Mile, 1st.
Stratford, 2 Miles, 1st.

Toronto, 1-Mile Novice, 1st.
Toronto, ½-Mile H'cap, 1st.

WERE WON ON DUNLOPS.

"I think they are the fastest path tires I have ever tried."--HARRY WHEELER.

American Dunlop Tire Co.

504-506 West Fourteenth Street,
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CYCLING AUTHORITY

WISE DEALERS

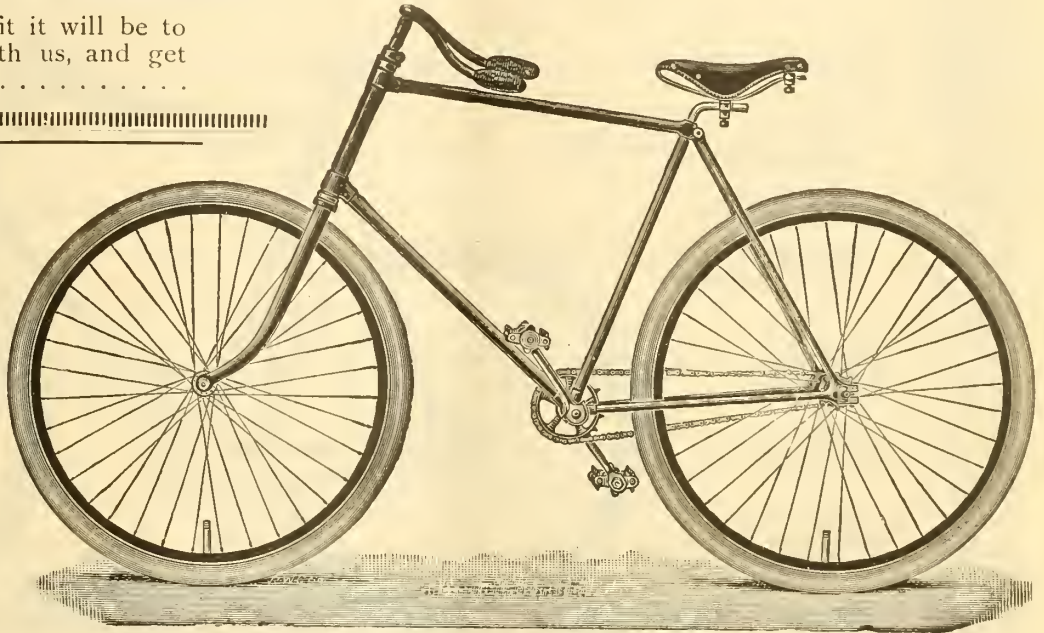
PROFIT BY THE EXPERIENCE OF OTHERS.

If you are selling bicycles for profit it will be to your interest to correspond with us, and get our catalog and discounts.

Stormer Cycles...

HIGH GRADE.
FITTED WITH
G. & J. TIRES....

\$75



W. H. COLE & SONS, of Baltimore, Md., agents for Maryland, Virginia, West Virginia, South Carolina, North Carolina, Georgia, Florida, Alabama; and CHAS. S. SMITH & CO., Philadelphia, agents for Eastern Pennsylvania and New Jersey.

ACME MFG. CO., Reading, Pa.

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DON'T PAY HIGH PRICES, WHEN YOU CAN BUY
A DEMON



GUARANTEED - HIGH - GRADE
FOR
SEVENTY DOLLARS.

SUPERIOR to many wheels selling at \$80 to \$100.

Morgan & Wright '94 Pneumatics; Dust-proof BALL BEARINGS throughout; Beautiful finish....

Weight, 32 lbs.

Made by MARION CYCLE CO.

Especially for this Company.

OUR CATALOGUE GIVES FULL DESCRIPTION.
SEND FOR A COPY.

FORTY STYLES OF CYCLES IN STOCK. WRITE FOR AGENCY.

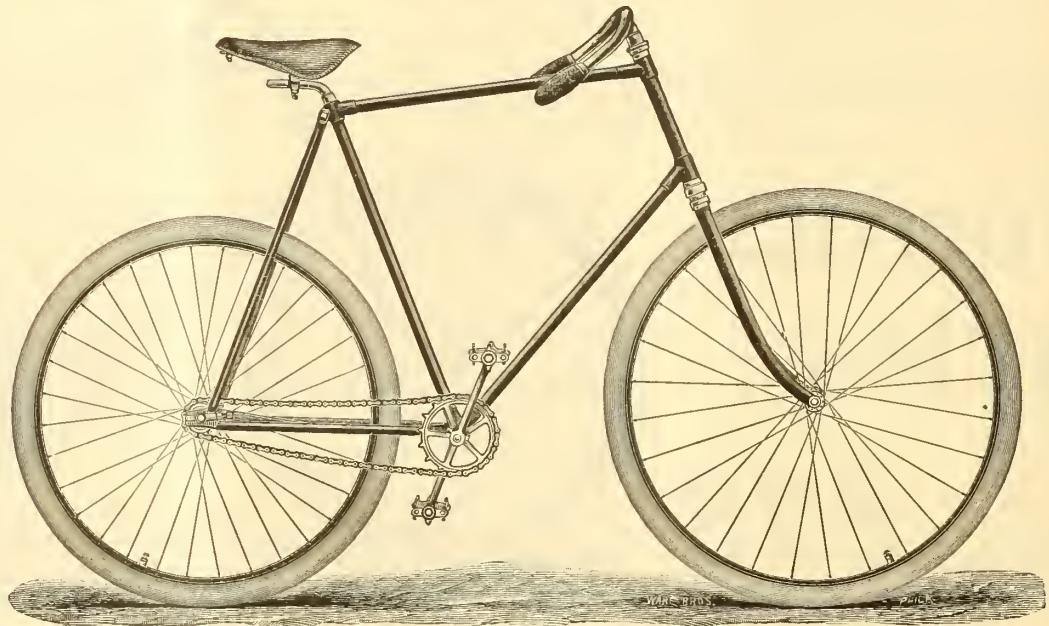
E. C. MEACHAM ARMS CO. ST. LOUIS, MO.

THE BEARINGS
Cycling Authority America

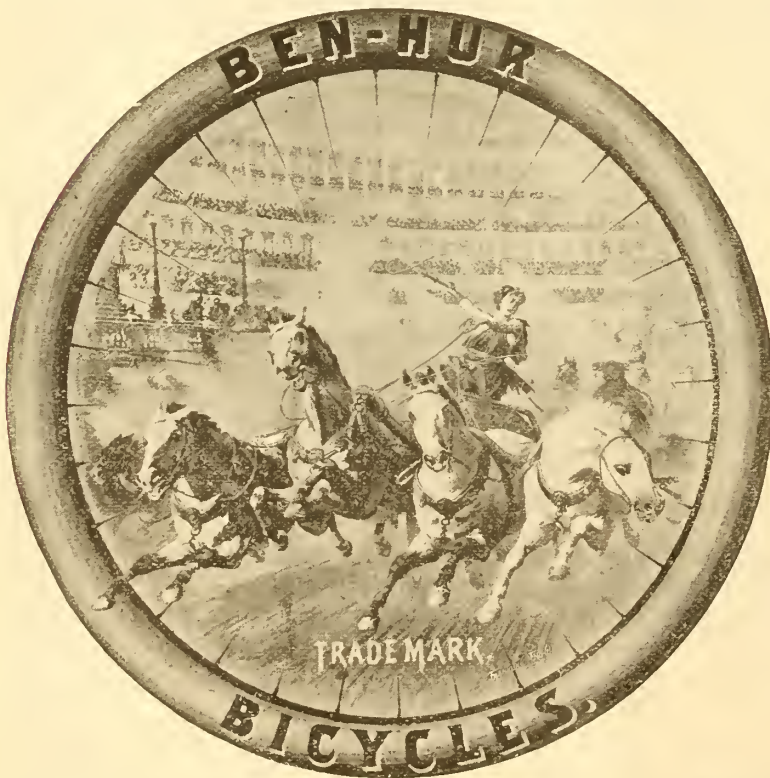
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Mind the **ROYAL LIMITED** Is a
Winner.

Possesses all
That is
Desirable
In a Perfect
Bicycle . . .

**ROYAL
CYCLE
WORKS,**
..Marshall,¹ Mich.



Mention The Bearings.



BEN-HUR Bicycles
worth

~100.00.

Send your name and address, we will
send a BEN-HUR SOUVENIR, Free.

A WORLD'S RECORD
FOR THE BEN-HUR.

Martin & Dressing 10-mile road race, Louisville,
Ky., June 12th, 1894; won by E. V. Minor, of
Indianapolis, Ind., on a 20 pound Ben-Hur road-
ster. Time, 26:54. Comment is unnecessary.

CENTRAL CYCLE MFG. CO.,

10 Garden St.,

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MENTION THE BEARINGS

THE CLEVELAND

Time Works Wonders. Wonders Work Time.
The Cleveland is a Wonder.

Popular Everywhere. Speedy Anywhere.

The CLEVELAND is cracking the records everywhere it is entered.

State Championships. State Records. Canada Records. College Championships. College Records.

Perfection is speed; that settles the business. The Cleveland is the speediest wheel on earth. And yet retains its superiority as the lightest running and easiest riding wheel yet produced.

H. A. LOZIER & CO.,

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Branch Houses—337 Broadway, New York, N. Y. 304 McAllister St., San Francisco, Cal.

Mention The Bearings

RACING TIRES

STYLE A, WITH

DOUBLE INNER TUBES

Very elastic and lively. Weight, 3 lbs. per pair. Price, per pair, \$20.00.

ROAD TIRES

STYLE B WITH

DOUBLE INNER TUBES

Weight, about 4 lbs. per pair. Price, per pair, \$18.00.



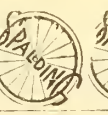

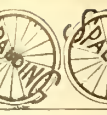

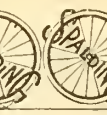
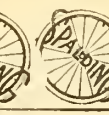
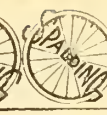

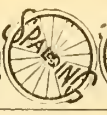



If you don't know, or have not seen The Providence Double Inner Tube tires, send address. We will forward something every bicycle rider will appreciate.

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THE PROVIDENCE TIRE CO.

PROVIDENCE, R. I.
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MENTION THE BEARINGS

THE BEARINGS
Cycling Authority America

YES

A. H. BARNETT, the winner of the great Irvington-Milburn Road Race, selected as a prize a _____ Wheel.

WHY?

BECAUSE

The Spalding Bicycle





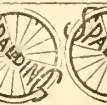



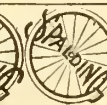
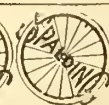

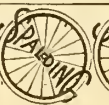
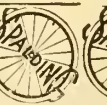

which was one of the ten Prizes, was selected by him as his time prize, which all recognize as **(THE MOST IMPORTANT PRIZE.)** The other Bicycle selected as the extra prize, was his second choice, and we admire his good taste. All this, however, is immaterial, as the fact remains that he rode the **Spalding Bicycle** in order to win the two bicycles above referred to, and is still riding a **Spalding Bicycle**, and expects to win more wheels, diamonds and reputation with it.

The Spalding Bicycle

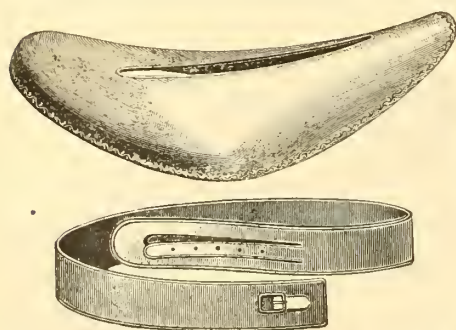
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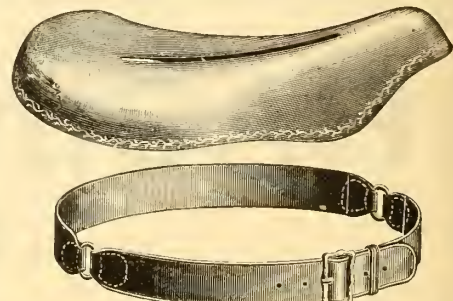
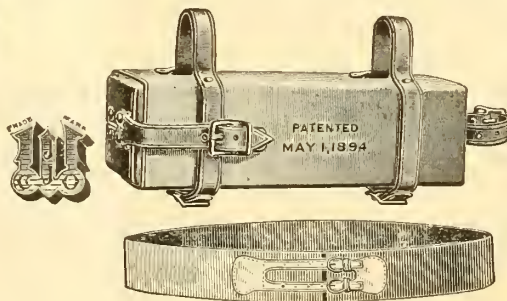
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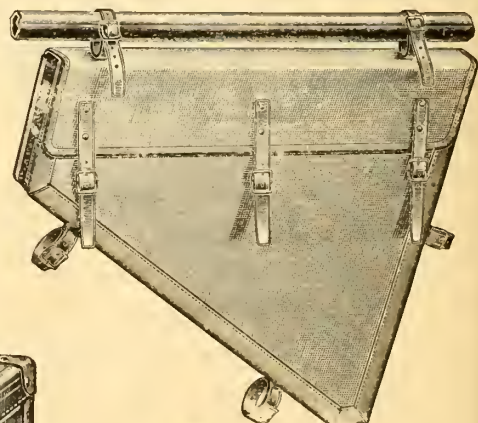
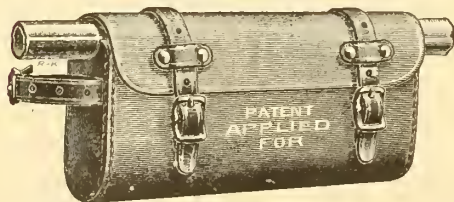


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SUPERIOR CYCLE SADDLE LEATHERS
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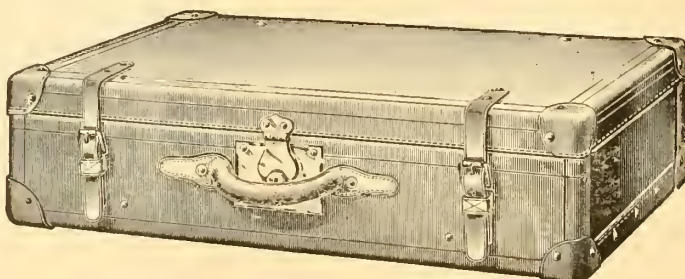
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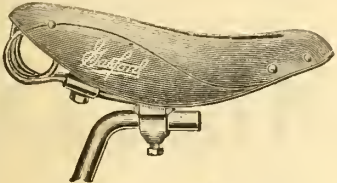
Insist on having a saddle
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GARFORD

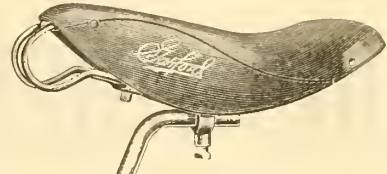
Stamped on it,
Then you are getting the BEST.



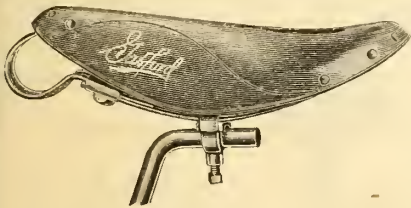
STYLE C-2.



STYLE E-4.



STYLE F-2



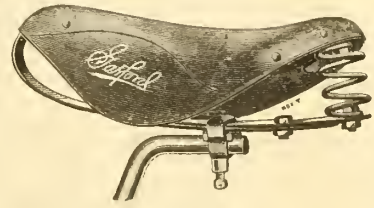
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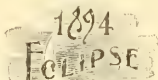
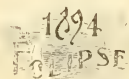


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To RIDE



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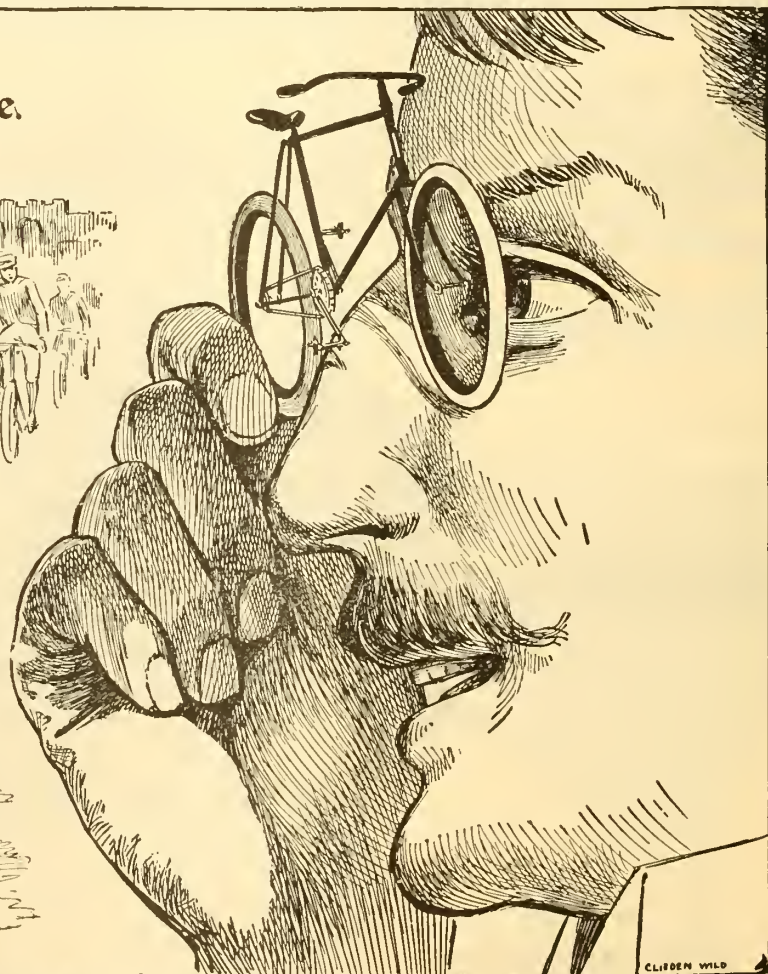
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Rides an "Imperial" and is blest the while.



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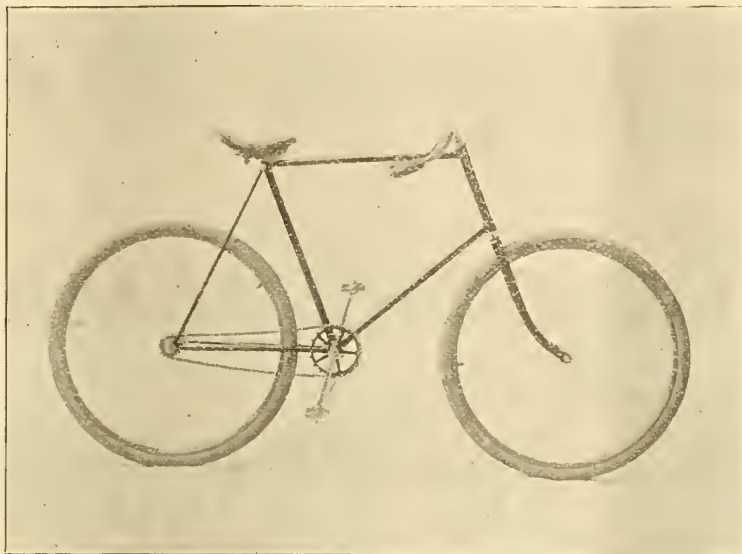
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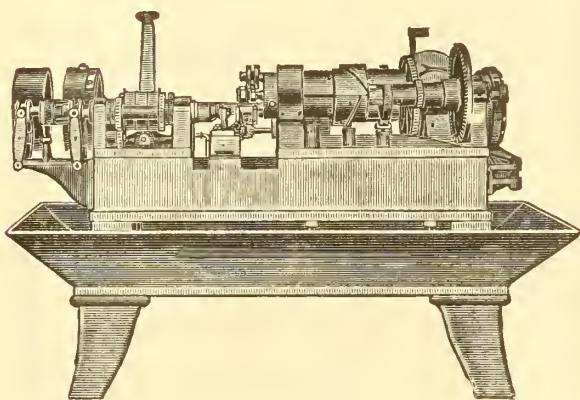
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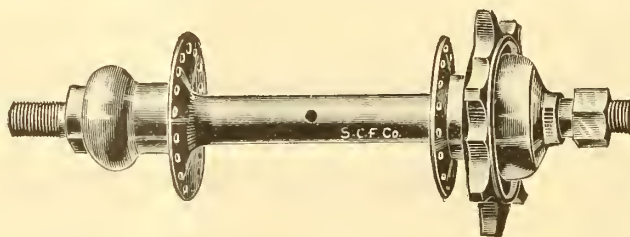
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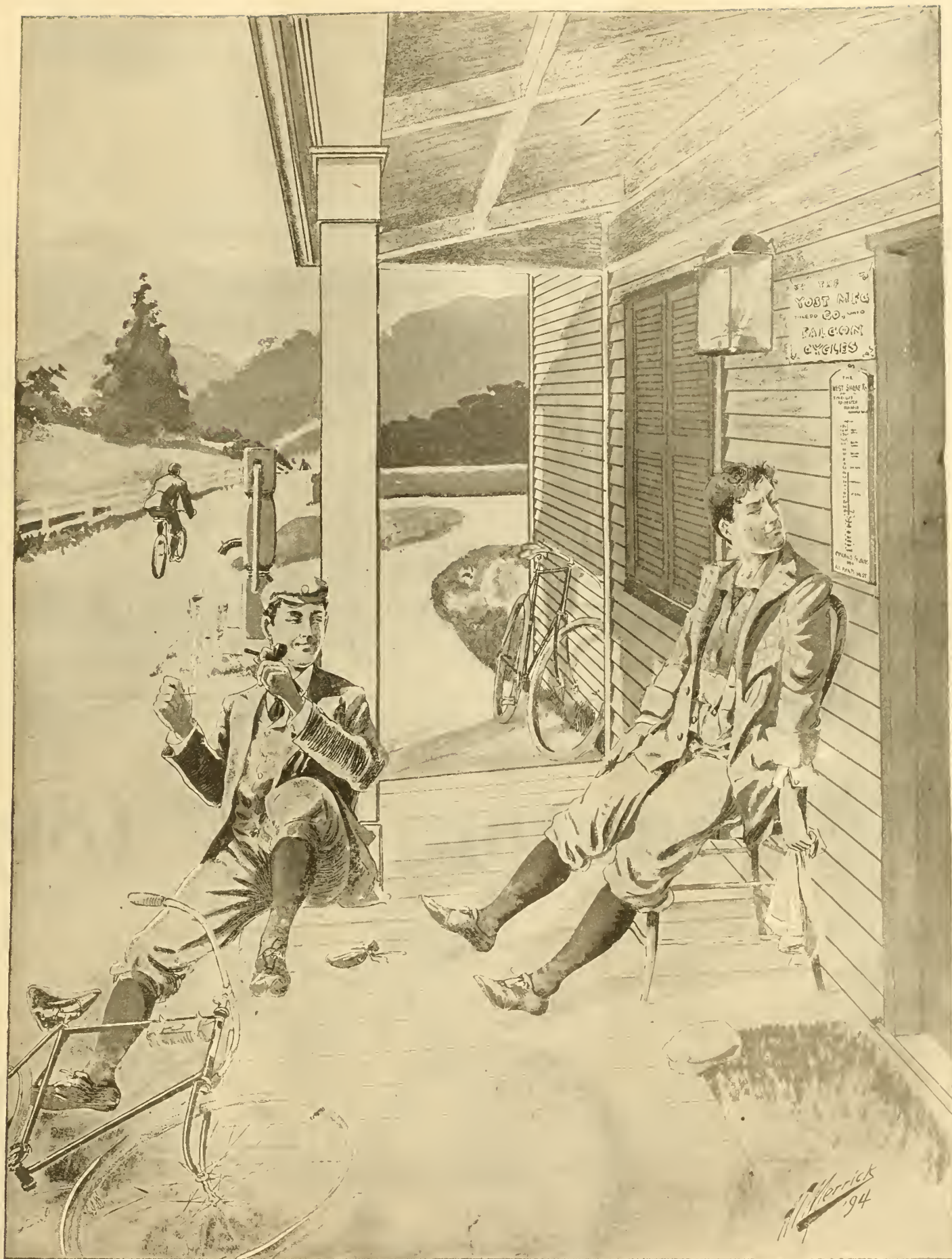
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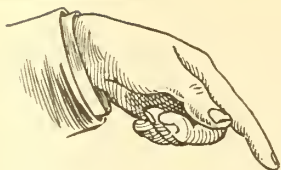


Tired, are you? Let us compare the wheel in front of us to the one you have been riding. The balls in your wheel are one-quarter of an inch in diameter and it requires fifteen to fill the crank bearing properly. This Falcon has seven-sixteenths inch balls and only needs nine. Now if you are not too exhausted I will ask you to follow me in a little mental arithmetic.

"A contact of a sphere is a point. There are five points of contact on every ball. In your wheel with fifteen balls there are seventy-five points of contact. In the Falcon with its nine balls there are only forty-five points of contact, a gain of thirty points. Contact means friction. This is the reason the Falcon is an easy runner and also the reason you are tired from your ride on that — wheel."

YOST MFG. CO., Yost Station, TOLEDO, O.

THE BEARINGS
CYCLING AUTHORITY AMERICA

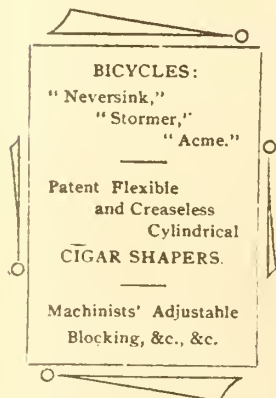


JAMES T. REBER, President.



JOHN G. XANDER, Sec'y and Supt.

JAMES C. REBER, Treas. and Gen'l Manager.



Acme Manufacturing Co.

946 to 950 Court Street.

Reading, Pa., May 10, 1894.

The Bearings Pub. Co., Chicago, Ill.

Gentlemen:—Replying to your letter of the 7th inst. Please discontinue our ad. in your paper until we shall have the pleasure of making another agreement with your Mr. Wagner.

We realize the superiority that the Bearings has over all others, as we have received more replies from your paper than all the others put together.

Hoping at a future day to continue our advertising in your paper, we are,

Dictated by
James C. Reber, Treas. and Gen'l Manager.

Respectfully Yours,
ACME MANUFACTURING CO.

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The Phantom "A" 1894

AS GOOD AS
ANY MADE
ON EARTH...

Write us for Prices
We will make you an interesting quotation.

What is the use of throwing away
money by paying \$50 for a name?
That is what you are doing when
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All Parts Perfect and Guaranteed.



THE HENRY SEARS CO., 110 & 112 Wabash Ave., Chicago.

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CHAMPIONS OF THE WORLD do not ride the HALLADAY-TEMPLE SCORCHER. These wheels cost money! **RIDER!** if you are a champion you can get a wheel for nothing; if not—look around for the best wheel for your money. The **H.-T. SCORCHER** is the best that money can buy. Buy the best. The H.-T. Scorchers excel all other makes in the beauty of design, excellence of workmanship, high-class finish, and correct construction. Of course you have had this same SING SONG SUNG many times, but give us a show. The H.-T. Scorchers, if it isn't, it should be, seen and ridden by every intending purchaser of a high-grade, high class bicycle. The

HALLADAY-TEMPLE SCORCHER

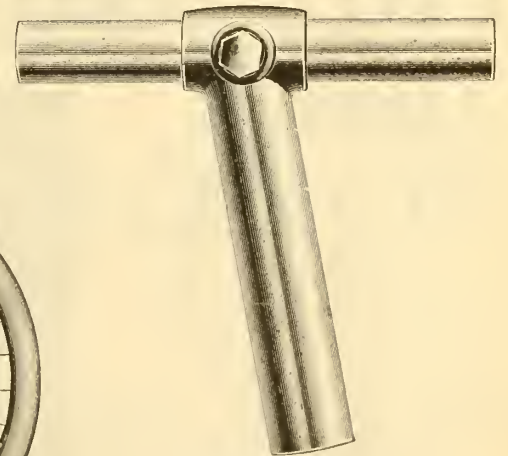
is absolutely as good as is made. What more do you want? The best? Well! the **H.-T. SCORCHER IS THE BEST.** So say GEO. WORTHINGTON CO., of CLEVELAND, OHIO, who shout this continually in Michigan, Ohio, Northern Pennsylvania, and Western New York. C. W. BURGMAN, Logansport, Ind., for Kentucky and Indiana. A. G. FISHER, Toronto, for Canada. C. H. CLARK, Kansas City, for Kansas. M. O. DAXON, Omaha, for Nebraska.

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It is a simple set-screw and sliding rod arrangement.

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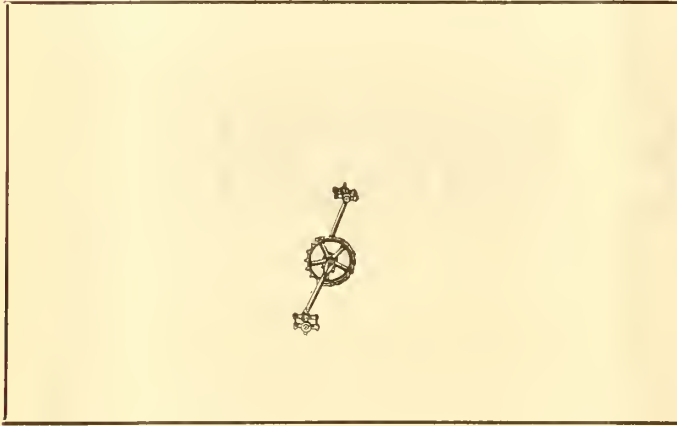
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Of the many in which the Warwick excels—the Warwick Dust Proof Bearings—fitted to the wheel throughout, even to the

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The beginning of a wheel (to be finished later).

Other points of equal excellence—the result is a bicycle that is

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LOOK AT THIS!

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No coarse work; such is not in our line.

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New 1894 Pattern "QUEEN CITY," Weight 32 Lbs.

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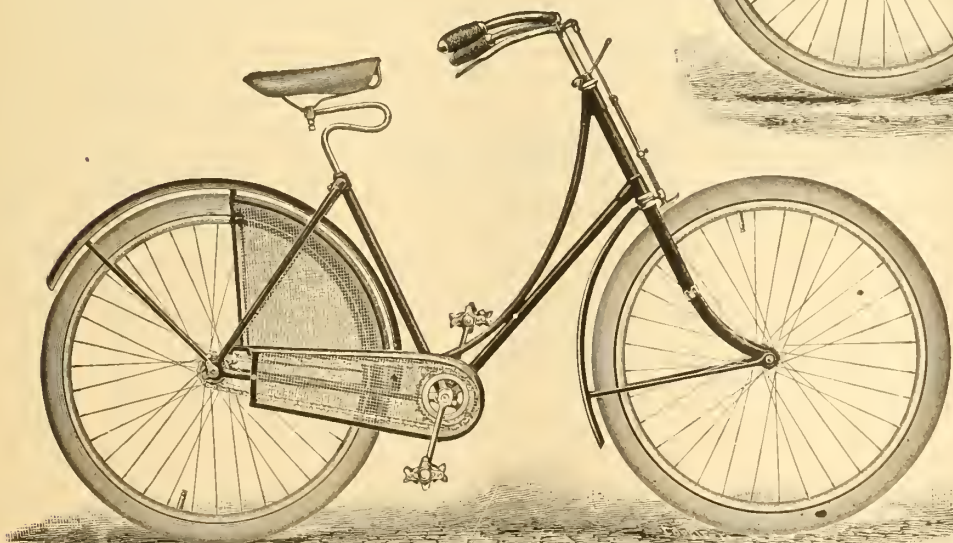
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ALL FULL BALL BEARINGS AND PNEUMATIC TIRES.

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MRS. E. P. COCKRELL, CHICAGO,

as she appears on the boulevards, attired in an approved Rational costume. A true wheel-woman, enthusiastic over the comfort derived from her costume, and swears by her


LADIES' RAMBLER, MODEL "C."

WHICH WEIGHS, STRIPPED, 24 POUNDS.

THE BEARINGS

Vol IX
No 23

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JULY 6, 1894.

CLOSE AND EXCITING.

The Best Racing of the Year at the Dayton Meet—A New Man Defeats Sanger.

DAYTON, OHIO, June 30.—Two years ago this summer, July 4, 1892, was the date the Dayton Bicycle Club, leaders of cycling in this pretty city, conducted one of the greatest race meets of the year. Last season hard times prevented a meet, and last spring, when the writer was in Dayton, the subject of a race meet was broached, decided upon and work begun at once.

Dayton does nothing by halves and the meet of this year was a meet in every sense of the word. There were more close and exciting finishes than at any meet of the season. A steam roller had put the track in elegant shape. It was as hard and smooth as the proverbial billiard table. There was hardly a breath of air stirring and from five thousand to six thousand people packed grand stand and paddock. They were hard to wake up and the announcer, Mr. Flotron, took it upon himself, after the quarter-mile open, to teach them a point. "Ladies and gentlemen," said he, after announcing the quarter-mile open, Class B, "you don't seem to appreciate that the last race was within only two-fifths of a second of world's record." The crowd cheered and after that was quick to see and cheer a good point. There were lots to cheer, too. The racing began early, likewise the excitement. The novice race was won in 2:31 $\frac{3}{4}$, the fastest of the season, and the quarter-mile open, Class B, followed.

Sanger did not start. Johnson (J. S.), Tyler, Callahan, Goetz, and Johnson (E. C.), the triangle man, Conn Baker, just added to the Union team, Plaice, of Lima, and Farman, of Oran, were all up. The race was between Johnson (J. S.), Tyler, and Johnson (E. C.); Tyler came down the straight in grand style and passed Johnson in a tight little rub, "Triangle" Johnson running third.

John S. Johnson retrieved himself admirably in the succeeding races.

In the half-mile open Plaice, of Lima, was put in to pace and given fourth prize. His pace was fast from the pistol and an excellent lead was gained. Sanger gave "Yellow Fellow" Johnson a sleigh ride again, overtaking the leader. In the straight Johnson, Goetz trailing him splendidly, flew out and the two passed Sanger, who made a game fight.

Goetz rode admirably in this and the succeeding race, the two-mile handicap. Here Sanger was on scratch and Callahan (100 yards) was the first ahead of him. Handicapper Bliss had been very kind and placed "Triangle" Johnson at 160, R. F. Goetz at 180 and other good men a long way out. Sanger's big broad back bent, and at the half Callahan was pacing Sanger, who then went away for the field. It took a long mile of hard work to overhaul the men in front, but Sanger succeeded. But after all his hard work he played his little game like a school-boy, or perhaps did not figure on the good quality of the men ahead. "He wants to get out of that," shouted some one, "and that pretty quick." Sanger did not and Goetz and "Triangle" Johnson did in good style. Sanger could get no better than fourth and Goetz won a pretty race.

The last "B" event of the day was the diamond race, a mile open, with \$50 diamonds at the quarters, arranged pacing and diamonds for the finish. The announcer gravely gave it out that this would be a world's record ride, which in truth it came near being. Goetz, E. C. Johnson, and Callahan made the pace hot from the start. Sanger started slow as he usually does, and lost ground from the first. Tyler and Johnson hung on to the pace-makers, and the battle begun at the quarter never ended till the tape was passed. Tyler led and was coming grandly, apparently a winner. Johnson gave a little jump, another, and still another, and Tyler jumped perceptibly when Johnson flew by. But Tyler's jump was ineffective. Johnson had the race, the state record of 2:13, also the fastest scratch or competitive mile of the year. The crowd yelled in delight for the Yellow Fellow was their favorite.

The riding of R. F. Goetz and E. C. Johnson was very noticeable and as Goetz twice defeated Sanger on a good track and warm day, he may well be rated in good standing and worthy of his hire.

A brother of E. C. Johnson, L. C. Johnson, won like honors in Class A, riding a Cleveland to victory in two races and establishing a state competitive record in the mile handicap. In this race Johnson came through the field strong, after a hard ride to catch up, and won by a couple of

lengths in 2:14 $\frac{1}{2}$. The heat and also the final of the mile open fell to this "speed merchant" (beg pardon; he's Class A) and the quarter mile was lost by a length to the Dayton champion, E. H. Kiser, a seventeen-year-old, who rode grandly although but just over a spell of malaria.

Referee Ed ("Hello") Croninger adopted peculiar, but admirable methods of deciding the quarter and half mile open, Class A events. There was no time for final heats, so two heats were ordered run and the three winners of each were timed. The fastest three were winners. Good racing resulted, for every contestant wanted his heat to be fastest.

The mile handicap for Dayton Bicycle Club members had a \$90 Crescent for a prize and the half dozen contestants willingly became candidates for Class B to gain the coveted prize.

The Summary:

One-mile novice.—Claude Doty, Marion, first; O. Wright, Dayton, second; E. L. Cummings, Springfield, third; D. J. Good, New Carlisle, fourth. Time, 2:31 $\frac{3}{4}$. The speediest novice of the season with sixteen starters, fourteen of whom finished in a bunch.

Quarter-mile open, Class B.—H. C. Tyler, first; J. S. Johnson, second; E. C. Johnson, Cleveland, third; R. F. Goetz, Cleveland, fourth; Conn Baker, Columbus, fifth; C. H. Callahan, sixth; F. H. Plaice, Lima, seventh. Time, 31 $\frac{3}{4}$, within two-fifths of a second of world's record.

One-mile handicap, Class A.—L. C. Johnson, scratch, first; Claude Doty, 120 yards, second; F. L. Talley, 40 yards, third; C. E. Tudor, 50 yards, fourth. Time, 2:14 $\frac{1}{2}$. State record and fastest mile by 6 seconds ever ridden by winner.

Half-mile open, Class B.—J. S. Johnson, first; R. F. Goetz, Cleveland, second; W. C. Sanger, third; E. C. Johnson, Cleveland, fourth; C. H. Callahan, Buffalo, fifth; Conn Baker, Columbus, sixth. Time, 1:06 $\frac{1}{4}$. Johnson trailed Sanger. Plaice, of Lima, was given fourth prize for setting pace.

One-mile, Class A, final heat.—L. C. Johnson, Cleveland, first; O. P. Bernhardt, Toledo, second; A. I. Brown, Cleveland, third; C. Van Tine, Findlay, fourth; R. O. Baumann, Dayton, fifth; W. C. Marmon, Indianapolis, sixth. Time, 2:33 $\frac{1}{4}$.

Half-mile, boys under 16, residents of Montgomery County.—W. H. Gerber, Dayton, first; W. P. Hoffman, Dayton, second; H. E. Sunderland, Dayton, third; B. Hershey, Dayton, fourth. Time, 1:16 $\frac{1}{4}$.

Quarter-mile, Class A, first heat.—E. H. Kiser, 32 seconds, first; L. C. Johnson, 32 $\frac{1}{2}$ seconds, second; R. O. Baumann, 32 $\frac{3}{4}$ seconds, third.

Second heat.—C. Van Tine, Findlay, 33 $\frac{1}{2}$ seconds, first; A. I. Brown, Cleveland, 33 $\frac{3}{4}$ seconds, second; W. J. Klinger, Greenville, 33 $\frac{3}{4}$ seconds, third.

Winner's first heat, being fastest time, wins the race.

Two-mile handicap, Class B.—R. F. Goetz, Cleveland, 180 yards, first; E. C. Johnson, Cleveland, 160 yards, second; W. C. Sanger, scratch, third; C. Baker, 160 yards, fourth; C. H. Callahan, 100 yards, fifth; F. H. Plaice, 280 yards, sixth. Time, 4:43.

Half-mile open, Class A, two heats, best time wins.—F. L. Talley, time, 1:10 $\frac{3}{4}$, first; O. P. Bernhardt, 1:10 $\frac{1}{2}$, second; C. E. Tudor, 1:11, third.

Second heat.—C. Van Tine, 1:10 $\frac{3}{4}$, first; A. I. Brown, 1:11, second; E. Forrer, 1:11 $\frac{1}{2}$, third.

Winners.—C. Van Tine, first; F. L. Talley, second; O. P. Bernhardt, third.

One-mile open, Class B.—J. S. Johnson, first; H. C. Tyler, second; C. H. Callahan, third; Conn Baker, fourth. Time, 2:13.

Goetz led at first quarter in :36; E. C. Johnson, at half, in 1:08 $\frac{3}{4}$; Callahan, at three-quarters, in 1:41 $\frac{3}{4}$.

One-mile handicap, members Dayton Bi. Club.—G. V. Allen, first; F. S. Rudy, second; W. Keenan, third; C. H. Hilkey, fourth. Time, 2:41 $\frac{1}{2}$.

ZIMMERMAN AGAIN BEATEN.

Probably the French are now satisfied that Zimmerman is not in condition. They would not believe the American at first, and would not be content until he raced before he was in condition. A cablegram from Paris states that Zim made his first appearance in the French capital last Sunday, and that he was defeated in his first race by Holodroun, an unknown Belgian. He also rode in another race the same day, and was again beaten, this time by Louben, also of Belgium. Wheeler "also ran."

Springfield's New Scheme.

The Springfield (Mass.) Bicycle Club always has some novelty to spring on an unsuspecting public in the way of cycle racing, at its tournaments. This year it will be an unpaced mile. The men will be started 10 seconds apart and no man will be allowed to accept pace from another. The man making the best time will be declared the winner. This sort of race is certainly a novelty and for ingenuity is quite worthy of the club that originated it.

ZIMMERMAN'S DEFEAT.

It Creates a Big Sensation in Paris—Linton Again Scores—Lehr Breaks Records.

PARIS, June 19.—Zimmerman beaten! That's the word from Florence, Italy, whither went the champion in company with Wheeler and Troy last Friday. The races were held on Sunday, June 17, and the order of finish was, Wheeler, Herty, Dani, Zimmerman. The distance was three kilometers (1.86 miles), and the time, 4:48, indicating that "all hands loafed."

To say that the cycling part of Paris is stirred up by such sensational news is putting it mild. The people here have been led to believe that Zim could not be beaten unless by one of the acknowledged flyers that are seen twice a week at Buffalo track, and for him to go down among the Italians, where great riders are comparatively scarce, and then allow himself to be beaten by a couple of unknowns, was almost like the explosion of a bomb. The gossip connected with his sudden flight from Paris was yet at its height and the news of his defeat was like heaping one sensation upon another.

Now they are endeavoring to explain it. Perhaps, being such a very good friend of Harry Wheeler, he didn't want to win. Or, maybe, he got into a pocket of some kind and didn't get out in time. If that wouldn't answer for an explanation why—very popular thought—Zim is only playing smart and is looking for odds. He will first "prove it" to Mr. Baduel, who has complained about his slowness, that he can not possibly get fast early in the season, and then he and "Bill" Troy will come back to Paris and lay wires. Of course that would be quite contrary to Zim's former manner of procedure, but then he is after the money this year.

There are more Frenchmen now who can beat Zimmerman. They have sprung up in the past two or three days. They are running around Buffalo track like mad, trying to get fit or keep fit so they will accomplish the task of lowering the American's colors.

Zimmerman's Sudden Departure

for Italy raised the wind considerably about Paris and the Velodrome-Buffalo. There has been any amount of speculation in the air as to the significance of his latest move, and the French papers have it that he and Director Baduel have had a row. Some of them go to the point of declaring that Zim has left Paris for good. His long term of training, during which the people have waited and waited, expecting him to appear this date and then that date, only to be disappointed time after time, has proved tiresome and there is a widespread disposition to "roast" the champion rider. A French rider, they declare, could in the same period get in condition and ride himself stale again, and they want to know when they are going to get the worth of their waiting.

One of the French journalists grows humorously sarcastic, or satirical, in the recent publication of "homemade" dispatches from points along the line of Zim's trip from Paris to Florence.

"It is marvelous," says the correspondent, "this simplicity in the habits of this great man. We find that he performs the functions of living just the same as ordinary individuals. He eats with his mouth, walks with his feet and legs, and wears clothes like other mortals. We find Mr. Troy looking upon his charge with great satisfaction at the regularity with which he breathes, or eats, or drinks."

Zimmerman, Wheeler, and Troy, when they were ready to start for Italy, did not go about and publish the fact, but simply walked away from Buffalo trundling two bicycles and a gripsack. "They had decided to change, training quarters and were just going over to the Seine track," according to the report spread around Buffalo.

It has been understood, "in print," that Zim was bound by his contract with M. Baduel not to ride anywhere except at Buffalo, but upon his departure for the south Zim said to THE BEARINGS' representative, "If I feel all right I shall ride in Italy," with no reference whatever to any inhibition to his so doing.

Another Startling Record.

Linton, the Welshman, and Huret, who won the long-distance race in the winter races, covered 219 kilometers 866 meters (136 miles and 1,088 yards) in 6 hours at the Velodrome-Buffalo on Grand Prix Day, June 17, Linton won the race by a few feet from Huret, with Lumsden and Allard third and fourth, respectively, several laps behind. It was, perhaps, the best racing that has been seen on the Paris track this year, and it is doubtful whether such terrific going has ever been surpassed on any track in the world. Mile after mile was turned off at 2:25 and 2:26, when it seemed that somebody must crack and go to pieces. All except Huret and Linton were killed off in the rush and the staying powers of these two were marvelous. Linton had to change machines once, but he remounted and after a hard struggle regained his position. To perform that feat on a five-lap track, it must be borne in mind, is not an easy task.

The race began at 5:40 in the evening and when darkness came on the velodrome was brilliantly illuminated with electric lights and festoons of fancy-colored lanterns. The effect was very pretty and the attendance probably reached three thousand.

M. John Backus, the "dark secret," whom Zimmerman brought into prominence, had arrived in Paris that day and his appreciation of the scene amounted to a complete bewilderment. He rolled the whites of his eyes and declared that "in all his travels he had never seen nothing to beat that." The "secret" arrived just in time to miss Zimmerman, with whom he is quite unlikely to resume former relations. "I'll git on with somebody; don't make no mistake 'bout dat," said the ebony snowball; "somebody's got me to keep heah in dis town."

The starters in the 6-hour race were, besides Linton and Huret, Lumsden, Allard, Meyer, Piquet, Perrodil, Buffet, Baraquin, Guerry, Starbuck, and Descoins.

Starbuck Quit With a Flat Tire

and Guerry was run off his legs at the second hour. The tandems did the pacing, and kept it warm from first to last. Three laps before the finish the pace-makers were called off, and Linton and Huret went it alone. Linton had the lead and kept it. The struggle was of the exciting order, and as the two game riders passed the judges' stand at the bell lap, Linton had less than a length the advantage. Huret thought it was the finish and sat up, while Linton went on for the final lap. The result, however, could not have been reversed, as Linton was ahead all the way.

The following table shows the records beaten:

DISTANCE.	DISTANCE.	TIME.	DISTANCE.	DISTANCE.	TIME.
190 kilos.....	118.06 miles	5:06:42 ³ / ₅	210 kilos.....	130.49 miles	5:42:21
195 kilos.....	121.17 miles	5:14:51	215 kilos.....	133.59 miles	5:51:34
200 kilos.....	124.27 miles	5:24:08 ¹ / ₅	220 kilos.....	136.70 miles	6:00:20 ¹ / ₅
205 kilos.....	127.38 miles	5:33:12 ¹ / ₅			

Other Records.

Fifty-miles, Huret, 2:04:52 (held by Guerry, 2:05:04¹/₅); 100 kilos (62 miles), Huret, 2:34:75 (Guerry, 2:36³/₅; Meintjes, 2:45:53); 3 hours, Huret and Linton, 116 kilos 125 meters (72 miles 79 yards); 150 kilos (93 miles), Linton, 3:57:44 (Desgranges, 4:13:45); 4 hours, Huret and Linton, 151 kilos 343 meters (94 miles 70 yards); 100 miles, Linton, 4:14:39³/₅ (Linton previously, 4:29:31); 5 hours, Huret and Linton, 186 kilos 761 meters (116 miles 84 yards).

Tom James, the Welsh collier, defeated the crowd, Maurice Farman and Louvet included in the five-kilometer race of the afternoon.

August Terry Andrae Lehr remained long enough in Paris to capture the ten-kilometer record, and then slid out for Munich, accompanied by Banker and Nelson, the two lily white amateurs of the United States. Thursday at the Buffalo track Lehr, paced by three tandems, and quite erratically at that, covered the six and one-fifth miles in 14:14¹/₅, which is :01²/₅ better than the record recently made by Dubois. The pacing was not the best, or he might have done a few seconds better, although he by no means evinced a disposition to put the figures where they would have to remain indefinitely.

After the afternoon races had been concluded Lehr came out, wearing Austrian colors, and got ready to start. His appearance suggested beer, for he was rather bulky with respect to his torso, but his legs and arms showed well. In getting away from the pistol shot he threatened to tear his "jigger" to pieces, and did succeed in springing the frame of his machine very badly, although he went ahead and plunged into a frightful pace. He rode rather clumsily, his head swinging from side to side, but kept the speed warm and clung tightly to the tandem. His first kilometer was covered in 1:24¹/₅, against 1:21²/₅ by Cassignard, but at the second kilometer, he was inside of Linton's brand new 2:49 by :03²/₅. Then the tandems did some more irregular work and he ran slow all the way to the last, excepting the final kilometer, which he covered in good enough time to get inside the record held by Dubois. At the finish Lehr was not run out, but pretty tired. The distances and times, with comparisons, are shown in the table:

KIL.	LEHR'S TIME.	PREVIOUS TIME.	NAME.
1	1:24 ¹ / ₅	1:21 ² / ₅	Cassignard
2	2:15 ³ / ₅	2:49	Linton
3	4:11 ³ / ₅	4:08	Dubois
4	5:38 ¹ / ₅	5:29 ¹ / ₅	Dubois
5	7:04 ¹ / ₅	6:49 ¹ / ₅	Dubois
6	8:31 ¹ / ₅	8:19 ¹ / ₅	Dubois
7	9:58	9:44 ¹ / ₅	Dubois
8	11:24 ² / ₅	11:18 ¹ / ₅	Dubois
9	12:50	12:49 ¹ / ₅	Dubois
10	14:14 ¹ / ₅	14:15 ² / ₅	Dubois

Starbuck "Soaked" in the Handicap.

Starbuck, the Iowa representative, came out for his first handicap Thursday and tried his luck against the handicapper in the 900-meter race. A glance at the programme was sufficient to guarantee he wouldn't win, for he had been given only twenty meters, while a whole field of Frenchmen, who have been "sleeping" on Buffalo track and winning races for almost two months, were placed ahead of him. Even Guerry, winner of the 100-kilometer record race, was given a start over him. Starbuck says he'll do his best to "fool 'em" later on, even should they decline to give him better starts.

Jacquelin won the race from thirty meters, Louvet being unable to get to the front in his heat. Louvet fails regularly to win, although, in the sarcastic language of Barden, who with others declines to go for the small purses, he is "willing to get out and ride for a ha' penny penknife." The question with many is, "How long will the regard for Louvet's pride keep him from being put on a mark?"

The scratch race of the day, at 3,000 meters (one and seven-eighths miles), was also won by Jacquelin. Crooks had a good show in this race, having qualified in a fast heat with Medinger, but in the second lap from home he touched the rear wheel of the next man in front of him and had to jump the track on the inside. Medinger was neatly shut in on the homestretch by his "loving" competitors, else he should most likely have crossed the tape first.

A. W. Harris, blooming with the laurels of his recent championship

rides in England, has come to Paris, and will remain here "for business." He is well satisfied with his conditions, and thinks his

Chances For Beating Zimmerman

the best they ever were. "If I don't beat him now I never will," was the little one's comment on the situation. This departure of Zimmerman to Italy just as Harris arrived from England might be looked upon in a very significant manner were it not for the Jerseyman's reputation as to being ready for all-comers, although it must be admitted that Zim is not in first-class form and he knows it.

July 1 is now the date set for his appearance, and Paul Hardy, the Anglo-French correspondent, takes occasion to commend Mr. Zimmerman upon his good sense in not riding until fit to win.

Robert Jefferson, the English journalist-cyclist, has just reached Paris on his way back from Constantinople. His ride through France, Switzerland, Italy, Austria, Servia, Bulgaria, and the perilous localities bordering upon Turkey, was full of incident and valuable experience. Mr. Jefferson was able to speak no language but English, so that most of his wants en route were made known by monosyllables or motions. The usual "taking-his-life-into-his-hands," common to globe-wheelers, was his, and now and then his revolver did the talking for him. He relates without blushing that he waded and carried his bicycle through six feet of snow while going over the Simplon Pass. He traveled 2,480 miles in seventy days, of which fifty-two were riding days. Mr. Jefferson is a journalist of recognized ability, and has written two novels. He corresponds for a half dozen English papers, and expects soon to make a trip to the United States.

J. M. ERWIN.

TWO SCHEMERS FOOLED.

CLEVELAND, Ohio, July 1.—A scheme to capture state championships at Dayton and Cincinnati that had been nursed by Ernie Johnson and Robert Goetz, of the Lakeside team, has been nipped in the bud by a letter from Chairman Raymond suspending both men from the amateur ranks. The two had announced their intention of riding in Class B before the Cincinnati meet, but decided a few days ago not to take the eastern trip planned for them as it would undoubtedly unfit them for Class A events in this state. Then they planned to go into Class A events at Dayton and Cincinnati. Raymond's letters have spoiled the whole scheme, however, and the boys will have to ride in Class B, or not at all.

Some of our racers are using the track at Rockport for training purposes and its owner has made a proposition to local wheelmen to build a three-lap cycle track inside the present one. The proposition is that if 100 wheelmen will contribute \$5 each for the purpose, the owner will invest \$1,500 in addition and build a track second to none in the state. The proposition is well worth consideration.

There was a hot little twelve and a half mile road race at Collinwood, a suburb of this city, on Saturday morning last. The limit was 7 minutes. The first ten riders came in in the following order:

Dave Alvord, 5-minute, first; Roy Taylor, 5-minute, second; Chas. Moses, 4-minute, third; Geo. Hawkins, 4-minute, fourth; Geo. Brown, 3-minute, fifth; W. Sohlenger, 6-minute, sixth; W. C. Emerick, scratch, seventh; Tom Gage, 6-minute, eighth; Fred Graf, 5-minute, ninth; Earl Gunn, 4-minute, tenth. Alvord's time was 37:25. First time prize was won by W. C. Emerick in 34:15, from scratch, and second time prize by George Brown in 36:46.

Merrills and Storey, of the C. W. C., went pothunting last week. Their destination was Osborn, Ohio, and the attraction a road race. Both came back empty handed, and they have had to take plenty of guying in consequence. They both, so they say, had a walk away, barring accidents. Six miles out Merrills punctured, but rode four miles farther when his wood rim split and he was out of it. Storey did not know the course and in place of turning when he should he rode over a bank and he, too, was left.

Chairman Robertson Suspended.

MONTREAL, QUE., June 30.—R. A. Robertson, chairman of the C. W. A. racing board, has been suspended by President A. T. Lane, of C. W. A., at the request of the three Montreal and Toronto clubs. The charge is actions prejudicial to the welfare of the C. W. A. He started last week an agitation to have riders connected with makers put in Class B. This, of course, caused great consternation among many of the men mentioned, all of whom count among the fastest men in Canada. It delayed entries for the C. W. A. meet, which is to be held here today, July 1 and 2, and when Robertson was asked for an explanation, he replied that no one need be disturbed about his actions, "he was only preparing affidavits, as the riders at this time were prepared to swear to anything." The riders being highly incensed at this, and Robertson's action being entirely on his own responsibility he was suspended.

The Official Ax Has Fallen.

It is a little amusing to read in the official utterances of the chairman of the L. A. W. Racing Board that A. A. Zimmerman has been declared a professional. To be sure Zim had done nothing to actually professionalize himself until his race at Florence, but he never would have been a competitor in the amateur ranks again, whether the Racing Board had officially "fired" him or not.

AFTER THE HOUR RECORD.

Eck Will Send Johnson to Lower McIntjes' Figures Some Time This Month—Boston Delighted With Johnnie.

BOSTON, MASS., June 30.—Tomorrow is the first day of July and this season has so far surpassed all other seasons about Boston, both in the number of people riding and in the number and interest of the race meetings held in this vicinity and state. Massachusetts never saw before such a general and enthusiastic lot of race promoters. One town in particular has got the fever very bad and that is Milford. It has a card of races almost every Saturday afternoon and they are well supported, too. Then Waltham and its recent fast work with Johnson's record has taken a new boom. Not that it was not a great track before, but this week's work has brought it into great repute.

Boston people have had a chance to see the pick of the racing men of both classes, and Waltham thinks it has in its own local team the king of the class, Arthur W. Porter, who has done such excellent work and who has a record of 2:06, which he is trying to lower at every opportunity.

Of course the great topic of conversation of the week just passed was Johnson's mark at Waltham. If there was a happy man in this town that night it was W. D. Bradstreet, the owner of the track, who has been trying ever since he got it made to get a good low record on it. Now that he has the world's mile, to my mind the most desirable record of them all, he doesn't sleep nights they tell me.

"The New Metalithic Surface

has solved the problem of track surfaces." This remark was made by one of the best-informed men on the track. He said that he had watched it with interest and now was sure that it was the fastest possible obtainable surface that would insure speed and be practical for the work in all sorts of weather with little care. This man is the manager of one of the manufacturer's teams on the road and gave his opinion unsolicited.

It certainly was borne out by the work of Johnson not a half hour later. The day was far from a record one, and Eck waited till he thought the wind would go down some, but it did not. And then he sent the man for his mark.

It was as square and honest a mile as ever was ridden. Many unofficial watches stopped at 1:55¹/₂. There is one singular thing connected with this record performance. The Boston papers have always "roasted" Johnson unmercifully, and have always been prejudiced against him. This because they had no faith in him or his performances. But now that they have seen his performance and been convinced that he really has speed and the necessary endurance to go a 1:56 mile they have been men enough to retract their former opinion and will say so in their Sunday issue. They think that it would be unfair not to record their changed hearts when they have so unmercifully roasted him.

Eck is delighted, of course, with the work and said: "This track is good enough for me. I shall try for records here and nowhere else in the future. I am convinced that it is the fastest track in the world." The date has been set, but not announced for the

Trial of Johnson Against The Hour Record

made by McIntjes of 26 miles 107 yards. It will be sometime in July and Eck has some new scheme of pacing, which he will not divulge, but which he says will do the job and do it well.

Consternation was thrown into the camp of the Waltham club's racing team this week by the announcement that the men were under suspension, pending an investigation into their Class A standing. Most of them have, however, filed affidavits with the Racing Board member for the district and therefore can race July 4.

Master Tommy Shepherd, the youngster whom THE BEARINGS pictured some time ago, has a rival. This is little Alton Porter, of the Hyde Park club, who claims that he can do Tommy in a race. There is prospects of a match race between the two kids for a sum of money. They will both produce birth certificates and the distance is to be decided on anywhere from one to twenty-five miles. Better put these precocious youths into Class C.

Van Wagoner Loses Another Time Prize.

SYRACUSE, N. Y., June 29.—E. W. Murray surprised the talent today by winning time prize in the Syracuse Athletic Association's ten-mile road race over the Cicero plank road, defeating Van Wagoner by 30 seconds. Murray had a 2-minute handicap and rode a fine race. The other two time prizes were won by F. J. Carroll and C. A. Benjamin. Van Wagoner started in the race without any dinner, and became sick before he had ridden five miles. Archie Hughes won the race from the 3:30 mark. The men finished in this order:

NAME.	HDCP.	TIME.	NAME.	HDCP.	TIME.
A. E. Hughes	3:30	30:30	Henry I. Walters	6:00	35:00
Willie Smith	3:30	30:50	W. A. Bex	2:00	31:10
George Thrall	3:00	30:30	C. A. Benjamin	1:00	30:15
D. S. Earll, Jr.	3:30	31:10	Henry Mills	5:00	34:55
Carl Jones	4:00	32:05	W. Van Wagoner	scratch	30:40
E. W. Murray	2:00	30:10	M. C. Conway	6:00	36:17
Harry Mills	3:00	31:11	W. B. Nye	4:00	36:00
H. F. Lewis	3:00	31:12	J. Tomlinson	5:00	37:01
Fred J. Carroll	2:00	30:13	George Tomlinson	4:00	42:30

Must Have Had the Wind on His Back.

Pete Barrett made three miles on his bicycle Monday night in 16 minutes.—Dunlap (la.) Reporter.

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GEO. K. BARRETT, EDITOR.

UNITED CLUB WORK.

The recent banquet of the Associated Cycling Clubs of Chicago was a much-criticised affair. The general impression seemed to have gone abroad that the banquet was given by the delegates for the mere sake of providing a good time for themselves and a few guests. Such was not the case. Any intelligent person who might have listened to the responses to toasts by the prominent wheelmen of the city would have been impressed with the earnestness with which the subjects were handled. All the toasts were of a nature to induce the speakers to ventilate their views of the various ways in which the clubs of the city could be useful to themselves and to each other, to show what an association of clubs could do for the general good of cycling and for wheelmen at large. What applies to the Chicago association will apply with equal force to associations of clubs in any large city. Almost every city of importance has its association but it is a deplorable fact that in very few, do the associations perform more than a small fraction of the good work that they could perform. H. M. Gardiner struck the keynote of the situation when he answered to the first toast of the evening, "Objects of this Banquet and of the Associated Cycling Clubs of Chicago." In the course of his remarks he said:

"It is a well-known fact that during the history of the Associated Cycling Clubs of Chicago the main feature of its work has been the organizing of the annual road race on Decoration Day; and so generally has this idea become imbedded in the minds of cyclists, that, as new delegates are elected each year it comes as a second nature for them to spend two or three months of their time in organizing this race; and then considering their work completed, they, and the association they represent, drop into oblivion. This mode of procedure has been kept up for so long that it has become monotonous to the various clubs comprising the association. As each year passes their growing discontent and unwillingness to pay out money for the support of an institution having but the one object become more manifest, and unless a reorganization of the methods of the association is soon effected it is evident to an observant individual that the Associated Cycling Clubs of Chicago will soon be a thing of the past. This should not be; but the point is, how are we going to remedy it.

"It was farthest from the mind of the proposer of this banquet to furnish anything that would be merely a pleasure to the delegates and afford means of ridding ourselves of the surplus which at present is a burden in our treasury; rather, it was the broader and more worthy purpose of placing the delegates in a position where they would receive suggestions and enlightenment on points regarding which at present we seem to be so much in the dark.

"In the history of every club, to a greater or less extent, questions are presenting themselves which can not always be dealt with successfully without assistance. It frequently happens that a club whose influence is limited desires to hold local road races over courses which are under the jurisdiction of authorities unfavorable to allowing these races. In such a

case failure inevitably follows, whereas, supported by an association well organized, and comprising such a large number of influential clubs, as does our own, success is an assured thing. Again, as regards track races, it seems to me that more interest would be taken by the individual club in the matter of organizing track races for the benefit and development of their own clubs, were it not for the fact that heretofore the association, as a body has taken no interest in races organized by the different clubs. They have kept no records regarding expenses, details of arrangements, etc., from which separate clubs can obtain necessary information. Such data can only be procured from some other club of the association, generally only after the expenditure of a vast amount of time and trouble. The effect of this is to keep at low ebb the interest of individual clubs in the matter of organizing track races for the benefit and development of their members.

"My idea is that this association should take an interest, not only in race meets participated in by all the clubs, but races organized by individual clubs, and I sincerely believe that as a result track racing in Chicago on a purely amateur basis would receive a boom.

"Let the association feel a responsibility in pointing out to its constituent members advantages to be derived from different lines of work and the effect will soon be evident in the increased activity and efficiency of the separate clubs, and the Associated Cycling Clubs of Chicago will be placed in its proper position as the controlling center of cycling interests in this city."

Mr. Gardiner was followed by other speakers who gave prominence to the other branches of work in which the association could make itself useful. If the one object of close club co-operation of which he spoke were an accomplished fact then the Associated Cycling Clubs would have doubled its usefulness. The accomplishment of this one thing would lead to other work and we would soon see the association a powerful factor, not only in cycling affairs, but in affairs municipal, of which we shall have more to say in the near future.

THE ENGLISH RACERS' REVOLT.

It was but a little time ago that we predicted the revolt of English racing men against the absurd licensing rules of the National Cyclists' Union and the still more absurd administration of them. Scarcely had the words time to reach England, when the revolt was accomplished. The racing men, incensed at the treatment that they were receiving, and at the more than shabby manner in which foreign competitors were being served, organized the "Racing Cyclists' League." Already have they made the Union officials admit their powerlessness to prevent reformations in racing. At a recent meeting the new league adopted resolutions declaring that the licensing rules were "unworkable and unjust, and should be suspended"; that they demand that the N. C. U. "frame a new amateur definition; frame new rules consequent thereon, and formulate a scheme for direct representation of racing cyclists"; that "the credentials of recognized unions, presented by foreign riders should be accepted." All this is pretty strong and the fact that the Union is considering the riders' league at all, is a sure sign of the former's weakness.

AMERICAN RACERS ABROAD.

THE BEARINGS and *The L. A. W. Bulletin* were the only American cycle papers to give their readers accurate news of Zimmerman's first race in Europe. Zim was defeated. The daily press throughout the country had erroneous reports to the effect that instead of coming in fourth the ex-amateur champion won. Our cycling contemporaries with the economical enterprise that usually marks them copied the daily press reports and made Zimmy a winner. THE BEARINGS received its own special cable and as a result the two papers had the only correct information. Now we may expect a dense silence on the part of those who used the shears on the daily papers. In the meantime every one is wondering to what cause to attribute the defeat of our premier racing man on this occasion and his two subsequent beatings. According to our reports all Paris is stirred by his defeats and various reasons are given for them. Some say that Arthur A. and the wily Troy are preparing for a coup in the betting that accompanies the races in Paris. The more likely reason is, that in the first races which Zim ran, he was not up to form. It is a notable fact that no man, however skilled in the game of racing, is quite up to the mark in his first races of the season. We never hear of such good time being made in the early races as when the season has well advanced. Zim in his first races rode against men who had been actively campaigning for months. Is it any wonder he should be defeated? Wheeler suffered the same humiliation and yet when he had been defeated repeatedly, and been classed as a second-rater by the exuberant foreigners, he began scooping in the prizes. We may expect, with good reason, that Zimmerman will do the same thing.

JULY FOURTH PAST AND PRESENT

BY

(CHARLES PEREZ MURPHY)

"When Freedom, from her mountain height,
Wrote Joseph Rodman Drake, one day.
(The author of "The Culprit Fay.")
"Unfurled her standard to the air,
She tore the azure robes of Night,"
Being 'tis thought, upon a "tear."

But why she tore these garments blue,
Drake fails, entirely, to explain.
The supposition gives us pain,
And blushes mount clear to our hair.
But circumstances, dark of hue,
Point to a big old-fashioned "tear."



Freedom has quite reformed She rides
Upon a safety, up-to-date;
She's now the straightest of the straight,
And would not own, we will be bound,
That blood e'er flowed in quicker tides
When July Fourth came rolling round

But, in this fin-de-siecle day,
We miss, to tell the honest truth
The "Celebrations" of our youth.
Why did Enthusiasm die?
And fun and frolic run away?
Come back, O childhood's Fourth of July!



MAKING OF A CHAMPION.

The education of the future champion commences at an early date—fifteen or sixteen years of age. Filled with the narratives of Jules Verne and Cooper he abandons his first idea of becoming an aerial navigator, a pirate, or an Apache chief, and his eyes open at the wonderful stories of the cycle races and the glory which surrounds the winners. It is more within his reach. To become one of them is his fixed idea. It is his vocation, and the future champion is born within him, says a French exchange. In one way and another he procures a machine, and to the front! He learns to ride and soon scorches along the roads in his neighborhood and causes great consternation, and he has at least four accidents per week: Women and children thrown down, dogs or chickens crushed, horses frighten and run away at sight of him. He trains in the most incoherent manner. Then comes the village celebration. No celebration of our day is complete without a cycle race. Our hero naturally takes part in it and carries away the prize.

Dawn of glory!

With some friends like himself, taken with cyclomania, he organizes a race to compete for the championship of his town. And our hero wins it! Champion of Marcele! He can print it upon his cards in this way:

JAQUES DUBOIS, CHAMPION OF
MARCELE, NEAR PARIS.

It is glorious!

Now his path is cut out for him. He runs here and there in the local races; he trains without any method and sometimes comes in last, which he never fails to impute to an accident to his machine:—A loose pedal, a nut unscrewed, chain too loose, or too tight, etc. And his friends believe it or seem to. He is not afraid and finally shows himself on a city track. Luck favors him. He is not very far behind the bunch, and as the others all fall together he

Crosses the Tape First.

The next week he enters the track races at Havre. "Have you won any prizes?" they ask him, and he answers quietly:

"Yes, the championship of Marcele, and the first junior's prize of Des Moines."

And he runs! but he is intelligent enough to perceive that his training is defective, which shuts him out from fine performances. He talks with a friend, who is supposed to be competent, who gives him some pointers on training. Result: Some prizes won here and there, and he poses as a racer of the future. The newspapers speak of him as the coming champion who will sustain the reputation of the state in the Paris races.

Yes, Paris; he must go to Paris, all his dreams tend toward this end. His friend, the trainer, tries to dissuade him because he is not sufficiently trained, and would stand no show with the other racers, while in his own state he could win two or three races per week. He advises him to wait until next season.

Impatiently he waits until spring, training meantime to keep up his form, and he believes he is in the best of condition, and if it was not that he could never fix his pedals and handles solidly, and if the chain did not always jump, all the first prizes would be his.

Finally, spring comes, and furnished with a letter of introduction from a friend to an amateur cyclist he leaves for Paris. He is received with open arms, and introduced to the cycling world. A few days before the races he appears upon the track, and the day of the races it is surprising how he is pocketed by the other men who prevented his sprinting. He confided in his companion of the racing quarters, who said:

"Who do you race for?"

"Well, for myself and the prizes."

"But who is your proprietor?"

"No one but myself."

"Don't be foolish. What manufacturer do you ride for?"

"Sprint, Fast, Ketcham & Co."

"I don't know them. Is there an agent here?"

"I don't know."

"What! You don't know? You are soft, my boy, and come from the country. What! you race without being paid by a manufacturer?"

"Certainly."

"You are one to spoil the business, at least, unless you are a millionaire you must do like the rest. If you want to succeed throw away your machine and take a new one."

"Why? This is a good one."

"Surely, but you want the work of a manufacturer. I will do the business for you."

A new era is opened for our hero. He is astonished at

The Revelations of the Old Racer.

He abandons his old machine and receives a new one, whose trademark is "000"; he joins the professionals, and when he tries to win the races he is notified by the trainer to hold himself back, under pain of immediate expulsion. He must never speak the word "pocket."

Now, our friend lives a strange life. He rides in all the races, but never wins. His orders are rigid. The maker pays his expenses, furnishes a machine and pocket money, and at the end of the week he receives a round sum, for he must live. He is obliged to appear everywhere where the cycling world meets, and to talk louder than the others.

The trainer tells him that he is only an apprentice, and must wait until the day when he will receive orders and be promoted to a full-fledged racing man.

This day comes at last. Two racers are incapacitated, and Mr. Dubois is chosen to win the race. He is beyond the orders of the trainer and can sprint at will and win the prize. He receives the ovations of the public and his companion says to him, "Lucky boy, now you are the people."

One Day He Beats a World's Record

without knowing it; he becomes celebrated. His name is published in all the cycling papers and the dailies. His friends envy him. His advice is asked on all sporting questions and his opinions are law. Manufacturers of non-explosive pneumatics, extra light pedals, and non-breakable chains beg him for a few words to insert in their prospectus.

Paris becomes too small for him. He dreams of conquering the world. Then he becomes a knight errant, and blows his horn everywhere.

"I am Dubois, the three-times champion of the world, and I come in the name of Saint Record to challenge every cyclist turning a pedal to compete with me in single combat on the safety, under the auspices and training of the U. V. C., upon any track, for the glory of the three times divine Saint Record."

He goes over the new and old world, covering himself with glory and medals. All the great doors of the cycle tracks are open to him and he is a champion.

'Prince Wells' Road Race.

The Prince Wells' road race and auditorium cycle derby which takes place at Louisville, Ky., July 7, closed the handicap road race with over a

hundred entries. This is the largest list of entries ever received for any similar event in the south. Most of the crack riders will be present, as the races follow close after the Poorman road race and the Ohio meet at Cincinnati. The prize list is very handsome, there being twelve races in all. The entries for the scratch races do not close until July 6, and there will probably be one hundred and fifty in all. The race is creating great interest in cycling throughout Kentucky, this being the third year of the road race. In 1892 the time prize was won by N. H. Van Sicklen; in 1893 the time prize was won by Chas. Knisley, of Chicago. The time prize this season will be hotly contested for, there being no less than twenty-five entries from Chicago. One of the chief events of the meet is the auditorium derby, for which an elegant silver cup, two feet high, is given by Manager Daniel Quilp annually. The cup for '94 is the handsomest ever offered. This race is open to Class B men only. The tournament is given by and under the exclusive management of Prince Wells.

A hippo-cycle-pedestrian match was recently run in France, a distance of fifty kilometers (thirty-one-miles). One of the racers in a sulky stopped 10 minutes at the turn; the four others made twenty-five kilometers on foot and twenty-five on a cycle. The winner made the run in 2:20:00. The sulky arrived 18 minutes later, having been thrown over once on the road.



F. J. TITUS AND HIS TRAINER, W. B. YOUNG.

In the Great _____ Louisville Road Race

Held by MARTIN & DRESSING,

there were seventy-five starters, **five** of whom were mounted on **Waverleys**. Four out of the five Waverleys showed up in the first twelve at the finish. How is that for a showing? Five out of seventy-five get four out of the first twelve places. What better average could you ask?

It is not necessary to buy \$150.00 racing machines, and hire professionals to ride them. The Waverley has made a showing second to none this year, notwithstanding the fact that they are ridden only by men who buy and pay for their own mounts, instead of by professionals who are hired to win.

The following, from the "Indianapolis Journal," explains itself:

"Waverley Wheels Win.	Greenfield Races.
Mile Novice—A. U. Boyd, first	----- Waverley.
Mile Open, Handicap—Thomas David, first	----- Waverley.
Mile Open, Boys'—W. Atkins, first	----- Waverley.
Half-Mile Dash—E. P. Roll, first	----- Waverley.
Quarter-Mile—Morris Townley, first	----- Waverley."
Five firsts	} on wheels selling at ----- \$85.00
Three seconds	
Three thirds	

Ride a *Waverley* if you want to win.

They make racers out of old men and boys.

The Waverley leads all high-grade bicycles in the estimation of all wheelmen, who appreciate our efforts to give them thoroughly High Grade Wheels at Medium Prices. More Waverleys have been sold this season than any other high-grade wheel in the world. Investigate. Catalogue and full description free by mail.

• • • • •

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

GEO. E. LLOYD & CO., Exclusive agents for Chicago.
THREE STORES—Cor. Canal and Jackson Sts. 593 W. Madison St. 297 Wabash Ave. _____

ABOUT RACING MEN.

Did you ever visit a small town, or even a big one, for all that, with a racing crowd and note how each little place has its local man whom the townsmen swear by, who can beat all the boys in the town, and therefore, in his friends' estimation, must be a hot dog in any company. You are watching the men work out on the track at a 2:13 clip, every mile getting hotter and hotter, and the bat one that would make the average crack hustle, when up comes the admiring friend of Mr. Local. "Has Billy Bowlegs been out to ride with you fellows yet? He's the boy that can ride; went down to Wayback last spring and just ran away from all the gang." And the crowd around join in and fill you up with solid facts as to Billy's ability and tell you that the pace the men are cutting out on the track is not a comparison to the one said Billy can show when he starts to actually ride. Next day Billy comes out with his friends to show them how dead easy it is to do up these visitors; joins the men in a hard ride and quits at the second lap completely baked, and the curious thing about it is that none of his friends seem to think that he is beaten, but all ask him what is the matter with his machine.

This cutting from the San Francisco *Chronicle* shows what a racing man has to do out on the coast to satisfy his audience. Who would be so foolish in the east to make this remark about any racing man? "Dirnberger declares that he has reached his record speed and unless a heavy wind prevails, when the mile race is rung up, he thinks he will chip another piece off the world's record which he now holds." Just think of it! Winning the mile open in better than 1:51!

Do you ever realize how hard a racing man works for the meager pittance that is doled out to him by the maker? From morn to night he labors without rest to perfect himself in his chosen calling, and to get in such condition that his pace will scorch the track. At the unholy hour of 8:30 a.m. he is routed out of his bed by an unfeeling trainer, who rubs him down while he gradually wakes up, and then throws his clothes on him. After breakfast his fellow-sufferers draw him into a little "crap shooting," just for fun and thus he whiles away the morning until 10:30, when he is driven out to the track in a carriage for fear he will overexert himself. After his trainer has pulled off his store clothes and arrayed him in a suit of divers colors, he consents to go out on the track on a heavy fifteen and five-fifteenths pound wheel, and ride five miles at a 2:50 clip, pacing a half mile himself, and letting some other unlucky mortal do the rest. After this great exertion, he must lie for a half hour or so on the couch, while his trainer gives his poor, tired, overtaxed body a long massage so that the heavy strain of pacing the half mile will not overdo him.

The eating of a good dinner so fatigues him that he has to lie down for a good nap right after it, and all the house must keep very quiet now for the Holy Terror is asleep. The merry rattle of the bones, and the whoops and the earnest calls for "little Jo" at length awaken him to the sterner duties of life, and he arises again to assist the cash of his trainer and his admirers to change owners. It is lucky that he is not asleep now, for if he was his whoops and calls for "Seven" and "Big Dick" would wake himself up. At the track, at 3, he finds that it has been cut up a trifle by a horse working a mile on it, and so he kicks long and loud against the cruelty of forcing a crack to ride on such a beastly track and winds up by riding a trial eighth just to see how fit he is. At home again, too tired now to rattle the bones, he does a little stud-horse poker and forces the trainer to do all the dealing, while he wins the money and forgets to give the trainer a "kitty." The work of the evening is like unto that of the day, and at 10 p. m. the poor worn-out body is undressed and laid in its own soft, wide bed and allowed to recuperate itself by a night of absolute quiet, while the brain goes wondering through space, winning innumerable dollars at all sorts of games, and never thinking of the track at all.

If you want to see training for a cycle race reduced to a science you should visit the old ball park on the South Side, Chicago, about 5 in the afternoon. There you will find all the big men of the city, the men who

uphold its name and its fame doing the work that makes them so famous. Everybody waits until everybody else has got there before he goes onto the track, and when one man starts to strip they all race to see if they can't get out on the track first. As soon as the track is so crowded as to make riding exciting the men get together in bunches and then alternately sprint by the grand stand at a hot pace and loaf on the stretch. The sprinting is done in a very methodical way and must surely improve the form of the participants. Suddenly one man will make a wild dash down the straight and instantly the whole bunch join in as equally wild a break after him. As they pass some other group these men feel that they are losing credit if they let the first bunch pass and so they shoot away also, and the whole track is full of men sprinting like mad. The sprint is kept up for quite a while, for the front men hate to stop for they know the rear men will surely pass them and then say that they beat them in, therefore the whole crowd bakes itself. After repeating this dose for a dozen times they feel that they have done their duty by themselves and their reputation, and they retire to the dressing-room, where one trainer, i. e., one who rubs, wipes dry, and rubs down fifteen men in 15 minutes, and each one declares that he feels "fine" as he dresses, and tells all his friends that if he hadn't been crowded out by young Gofast he would have beaten Cy Davis in by a length.

Some one ought to set up a clearing house for race-meet promoters so that the racing men, when out on the circuit, would know where to send to for blanks and information in regard to future meets. As it is now it is the hardest work in the world to find out when the meets are and where they are, and when the entries close. Another needed move is for the press to add to the list of fixtures a note as to with whom, where, and when the entries close.

Suppose a man goes to a race meet after a written notice to the management to that effect, and after trying the track considers that, as he is not used to small quarter mile tracks and that he will be in considerable danger of breaking his precious neck if he rides, and so does not compete, and the management, exasperated at his refusal and the consequent dissatisfaction of the audience, complain to Raymond, will the man be suspended?

What is the objection to making a rule for cycle races similar to that one in horse races which, in a heat race where one horse has proved in previous heats that he far outclasses all his competitors, allows the others in the heat to waive the heat and while running the prize allows a pacemaker to be put in to pull the fast horse a fast mile. Of course the man who received the waive would have to be able to run away from the others easily, so that the pacemaker who would be stationed on the backstretch, in say, a mile track, could easily pick up the racer and bring him home without helping the other riders or endangering the chances of his winning the race.

In a case like this the audience would get a good fast mile and the rider would get his prize and the extra prize any meet promoter would gladly give for a good performance.

One would think to read the vaporings of "kid" reporters in the press that the racing men of this country were receiving immense salaries for riding certain makes of machines. Five hundred dollars a month seems to be the top and about three hundred and thirty-three dollars a year the bottom. How different is the stern reality! The average man, who can make a mile in 2:15, can get only his expenses for six months work and must rely on his winnings to make up the shortage. A 2:03 man is good for, say, \$10 a week and expenses. A crack-a-jack of good quality gets about fifteen to eighteen dollars a week, while the best paid men, the record breakers and the race winner gets but \$1,000 a year and their expenses. How much money do these men have in bank at the end of the season? Not one of them can show \$2,000 as the cash proceeds of salary and prizes; and yet you will see them credited with winning thousands.

Trainers are the same way. They are paid far under what they get credit for. Probably the best paid man in the country is a new man in the employ of a certain Chicago house, and he never claims to get over \$125 a month, even to his most intimate friend.

HAROLD A. MOORE.



GUS STEELE, CHICAGO'S TOY RACING MAN.

THE POORMAN.

Dark Horses Capture the Race and Time Prizes —D. J. Good Wins the Race—W. S. Furman Makes Best Time—A Big Surprise—Ninety- Five Finishers.

CINCINNATI, OHIO, July 4.—Had a fire-cracker gone off unexpectedly in General Joe Poorman's pocket on this, the anniversary of our natal day, the day we (not meaning newspapers) celebrate, it could not have occasioned much more surprise than did the results of the Poorman road race. As has been customary this season the unlooked for happened. The winners of place and time were all dark horses.

Interest, of course, centered in the battle for time prize, and several were picked to win (by Herrick), and did not. On scratch was a superior array of talent, on very costly special built wheels—Van Wagoner, winner of time in the Forest Park; Bainbridge, Peck, and Gardner, winners of all the time honors in the Chicago road race; Plaice, of Lima, and McDuffie, of Malden, a right good man, trained carefully for this race. "Birdie" Munger looked really fierce, and quite his old self on 2-minute mark. Among these men, it was supposed, would be the battle for time prize. Both McDuffie and Van Wagoner looked likely. McDuffie and Gardiner had a warm fight, and the man from Malden finished 8 seconds back of Gardiner, the Chicago boy. They were sixty-second and sixty-third in position. "Polite Peck," winner of time and first place in last year's Poorman, and tied for first time in this year's Chicago road race, ran into a rut and quivered; ran into another, wobbled, and ran into another and fell heavily. He was brought to the finish in a wagon. He has a bad eye, but wants to run in the races this afternoon. He is now trying to find the man in front of whom he fell, to beg his pardon.

Bainbridge finished in eighteenth position.

Van Wagoner Broke Down,

and Munger was fifty-fifth. The time winner turned up in W. S. Furman, of Oran, Ohio, who rode a Crescent, fitted with wood rims and Palmer tires. Furman had a 2:30 handicap and finished eleventh. H. S. Dodson, on his two-speed gear American hill climber, was second in time and forty-second in place. Dodson's record for two days is unique. Yesterday he won second in hill-climbing contest, the two-mile handicap on the track, and today takes second time in the road race, all within 24 hours. That he is a good man there can be no doubt. Old 46, O. W. Neiswonger, won third time. Neiswonger can no longer be made a laughing stock of, for he has shown himself a good man. D. J. Good, the winner, is a mere lad, who had a 7:30 handicap. Good won second place in the Lima road race of Decoration Day, and Furman and Neiswonger won first and second time in the same event.

Today's race was very successful; 115 started and ninety-five finished, riding one lap on the Carthage track, making the distance exactly fifteen miles, and Furman's time, 42:48, is a new record. The road was terrible dusty all the way from Hamilton, and from the special train provided for spectators the entire course could be followed a mile away by the dust. At times the men could be seen, and at one time were seen scurrying across the horizon in a cloud of dust. McGill, of Columbus, rode until he fell senseless from his wheel, and was placed on a train for Cincinnati.

The start was beautifully managed. The men got away in good style and without accident. Sanger and Tyler were both timers, and N. H. Van Sicklen was referee. The contestants describe the race as something fearful. The dust obscured men ahead, and even the road itself. It was a case of

Plunge into Space

and never mind the consequences. On this track there were few close finishes among the big men of the race. Among long-mark men there were several large bunches. The officials had the tables of times completed within an hour of the race, and there was no dispute. Gen. Joe Poorman deserves the greatest credit for this great race, its inception, and its management.

The Order of Finish.

The following is the order in which the first twenty-five men finished, together with handicaps, actual times, and wheels and tires ridden:

PO.	NAME.	HDCP.	ACTUAL TIME.	WHEEL RIDDEN.	TIRE RIDDEN.
1	D. J. Good	7:30	46:13	Munger	M. & W.
2	H. K. Smith	7:30	47:05	Munger	Palmer
3	T. R. Eddy	6:00	45:44	Columbus	Palmer
4	G. S. Reigger	5:30	45:35	Stearns	N. Y.
5	F. Norris	5:00	41:56	Union	M. & W.
6	F. O. Routson	6:00	45:56		
7	A. L. Seucher	5:30	45:35	Rambler	G. & J.
8	C. H. Closterman	5:30	45:36	Halladay	Palmer
9	C. S. Hardy	5:00	45:08	Rambler	G. & J.
10	John Hedges	7:00	46:15	Thistle	M. & W.
11	W. S. Furman	2:30	42:48	Crescent	Palmer
12	A. I. Moore	6:00	46:19	Syracuse	Palmer
13	A. T. Heywood	4:30	44:50	Munger	Palmer

14	W. L. Brailey	5:00	45:21	Premier	Palmer
15	C. M. Matting	8:00	48:22	Halladay	Palmer
16	W. J. Sextro	5:00	45:33	Rambler	G. & J.
17	S. Kunk	5:30	46:26	Fenton	Palmer
18	L. Gulnn	4:30	45:27	Keating	Palmer
19	C. G. Merrills	5:30	44:30	Triangle	Palmer
20	F. L. Tally	5:00	45:02	Stearns	Palmer
21	G. E. Meyers	5:45	46:48	Keating	Palmer
22	F. J. Alsop	5:00	46:05	Norwood	Palmer
23	R. Lindmuller	6:00	47:06	Rambler	G. & J.
24	C. I. Abraham	7:00	48:08	Halladay	Palmer
25	A. L. Arnot	7:30	48:30	Rambler	G. & J.

The following is the list of all the rest who finished and the times as far as they were taken:

A. L. Arnol, Cincinnati, 7:30, 48:39; J. E. Gattrell, 6:30, 47:45; O. Neiswonger, 3:00, 44:16; P. Hopper, Cloverport, 5:30, 46:48; M. H. Axline, 5:45, 46:04; W. G. Prescott, 5:45, 47:05; S. B. Hedges, 5:00, 46:25; E. Egglestone, 5:30, 47:42; W. A. Ross, 5:45, 47:32; M. Sheperd, 6:30, 48:18; E. N. Taylor, 6:00, 47:54; Wm. Edsell, 5:45, 47:59; J. S. Robuck, 5:30, 47:35; H. Voight, Chicago, 3:30, 45:36; J. P. Mallor, 4:30, 46:39; F. J. Reeves, 6:00, 48:08; A. J. Nowlin, Tyrone, Ky., 5:00, 47:09; H. S. Dodson, Chicago, 2:00, 44:12; Jos. Skelton, Chicago, 2:30, 44:44; A. C. Thompson, Chicago, 7:00, 49:53; H. Sunler, 6:00, 48:54; C. E. Tudor, Cincinnati, 2:30, 45:53; W. De-Cardy, 3:00, 46:24; T. C. Callings, 5:00, 48:25; W. T. Glatting, 5:00, 48:27; O. Anders, 7:00, 50:28; C. T. Hughes, 7:00, 50:30; E. M. Spike, Chicago, 2:30, 46:01; T. E. Jeffries, Louisville, 3:00, 46:33; F. C. Fritz, 6:00, 46:39; L. D. Munger, 2:00, 46:08; F. W. Alvers, 5:30, 49:39; O. Trimmer, Portsmouth, 5:00, 49:14; H. McGill, Cincinnati, 5:30, 49:15; L. J. Squier, 5:30, 49:48; H. Van Herik, 2:00, 46:19; R. White, 6:00, 49:22; A. Gardiner, Chicago, scratch, 44:34; E. A. McDuffie, Malden, scratch, 44:42; G. D. Comstock, 1:00, 15:43; James Orlando, 6:30, 51:14; John Bercan, 5:30, 1:00; John Cummings, 5:30; H. E. Anderson, Cincinnati, 5:30; A. W. Hall, 5:30; E. E. Woolf, 5:30; Curtis Scott, Louisville, 5:30; H. B. Adams, 6:00; O. Meininger, 5:45; J. M. Jenkins, 6:30; R. H. Rahl, 5:45; W. Thompson, 8:00; S. E. Steinberger, 6:00; Dan Biller, 6:00; J. Buzette, 6:00; H. Powers, 5:30; Wm. Bainbridge, scratch; L. B. Sawyer, 5:00; J. J. Daniel, 4:30; B. A. Hastings, 6:00; E. J. Sampson, 5:45; O. T. Sunck, 5:30; D. Lloyd, 5:00; F. H. Plaice, Lima, scratch; H. H. Kallston, 6:00; E. Wessel, 6:00; C. F. Schubert, 6:00.

The Fast Brigade.

PO.	NAME.	HDCP.	ACTUAL TIME.	WHEEL RIDDEN.	TIRE RIDDEN.
1	W. S. Furman, Oran	2:30	42:48	Crescent	Palmer
2	H. L. Dodson, Chicago	2:00	44:12	Am. Hill C.	Palmer
3	O. W. Neiswonger, Oran	3:00	44:16	Crescent	Palmer
4	C. G. Merrills, Cleveland	3:30	44:30	Triangle	Palmer
5	A. Gardner, Chicago	Scratch	44:34	Thistle	M. & W.
6	E. A. McDuffie, Malden	Scratch	44:42	Union	M. & W. & N. Y.
7	Joseph Skelton, Chicago	2:30	44:44	Thistle	M. & W.
8	A. T. Heywood, Chicago	4:30	44:50	Munger	Palmer
9	F. Norris	5:00	44:56		

RIVERTON, N. J., RACES.

PHILADELPHIA, PA., July 4.—The new bicycle track of the Riverton Athletic Association at Riverton, N. J., was opened today in the presence of six thousand people. The track is lightning fast and promises to become very popular with wheelmen. Pierson, of Vineland, threw away his allowance of thirty yards in the first heat of the mile handicap, starting from scratch, to try for the diamond for the fastest mile made during the afternoon. He won the prize, riding the mile in 2:30²/₅. Had he used better judgment in the final heat he could have won the race as well, but he finished second, after a hard ride with Van Hest. The five-mile event proved the best card on the programme. Pierson won this event from the 130-yard mark from Barreta, who had sixty yards advantage over him. Hall, who started with Barreta, finished third. The exhibition half-mile ride by Harrison Barcus, five years old, on a ten-pound wheel, was a pleasing novelty.

The Summaries:

One-mile novice, first heat.—Earp, first; Landis, second; Derno, third. Time, 2:45.
Second heat.—Bockius, first; Parkhill, second; Henzel, third. Time, 2:41.
Final heat.—Bockius, first; Henzel, second. Time, 2:45²/₅.
One-mile open, time limit 2:51.—Pierson, first; Barreta, second; Whetstone, third. Time, 2:44²/₅.
One-mile 2:30 class, first heat.—Stewart, first; Greenwood, second; Correa, third. Time, 2:37¹/₅.
Second heat.—Kreamer, first; Linn, second; Henderson, third. Time, 2:30²/₅.
Final heat.—Henderson, first; Greenwood, second; Linn, third. Time, 2:40²/₅.
Half-mile open.—McCurdy, first; Whetstone, second; Price, third. Time, 1:21¹/₅.
One-mile handicap.—Van Hest, 110 yards, first; Kreamer, 90 yards, second; Pierson, 30 yards, third. Time, 2:27¹/₅.
Final heat.—Van Hest, first, in 2:24.
One-mile club championship.—Avis, first; Brooksbank, second; Bailey, third. Time, 2:44. Lap prizes won by Bailey, Avis, and Lodge.
Five-mile handicap.—Pierson, 130 yards, first; Barreta, 190 yards, second; Hall, 190 yards, third. Time, 13:41.
One-mile consolation race.—Bald, first; Clark, second; Chambers, third. Time, 2:46²/₅.

A BOSTON ROAD RACE.

BOSTON, July 4.—The Orient Cycle Club held a ten-mile road race here today. E. O. Peabody won the time prize in 29:11. The first ten winners were:

1. F. G. Lucas	31:00 ² / ₅	6. A. B. Spiers	31:02
2. W. J. Riley	31:23 ¹ / ₅	7. H. Edwards	31:18
3. C. S. Pierce	32:44	8. O. W. Smith	29:40
4. A. A. Collins	32:00	9. E. O. Peabody	29:11
5. C. A. Baker	32:01	10. J. F. Bary	30:43

CINCINNATI.

Some Very Interesting Racing at the Ohio Division Meet—Sanger Riding in Better Form.

CINCINNATI, OHIO, July 3.—Trade influence could not draw stronger than did the influence of Cincinnati dealers toward the securing of fast men for its great meet of July 3 and 4 in the year of our Lord, 1892. All that was needed was the proper sanction, and Cincinnati and its Associated Cycling Clubs would have put up such a meet as was never before heard of. Only the sanction was needed to have brought forth two such races as would have drawn to Porkopolis all the big men of America. These were to be the Brewers' and Distillers' races, with \$500 to first, \$300 to second, \$200 to third, the winners to select anything in the city at wholesale prices to that amount.

Hard work was done toward securing such a sanction. Chairman Raymond realized that a meet of this kind, with prizes of such enormous values, would draw all the cracks from Waltham, the start of the national circuit and from all other meets, and therefore refused the sanction. Their props knocked from under, Cincinnati worked with a steadiness of purpose which should have brought success. A great number of Class B events were put on the programme, yet but a dozen men entered and only five of these appeared in any one event at today's races. Four prizes in each race drew four men to the mark in each scratch event.

It must have been discouraging, and yet could not be helped. What was lacking in the B events was more than compensated for in the A events, for in the mile handicap alone, thirty-one started, a murderous field with a surprising result, inasmuch as the back markers worked their way through, and won first four places in 2:16.

The Best Time of the Day.

The track had been put in excellent shape in 24 hours. Carthage was too far from the city to draw a big crowd, and barely two thousand were in attendance. It did not look much like the stand of last year's meet at Sandusky. Harry Tyler won all three races in which he started, and H. L. Dodson, Chicago Cycling Club, won the remaining Class B event. Dodson outsprinted Eddie McDuffee, and this, after climbing a terribly steep, loosely put together, and hitherto insurmountable hill in the morning. Dodson is a horse for work, for he was in three events for the afternoon.

In the hill-climbing contest he was defeated by O. W. Neiswonger, "No. 46" of last season, who really rode grandly, starting 100 yards after Dodson, and beating him twenty yards at the top. The hill was a terror, having six bad turns, perhaps more, and probably not over two hundred yards of average good roadbed in its makeup. It has never before been surmounted and all that was figured on was the marking of the points to which each man climbed. Dodson and "No. 46" were the only men that

Surmounted the Tortuous Path.

And let me say here: Had any of the doubters of Dodson's St. Louis-DeSoto record seen the lad overcome the difficulties encountered on this ascent, and then ride in the races of the afternoon, they would doubt no longer. He is as strong as an ox, and knows how to climb hills.

In the two-mile handicap, which Dodson won, a protest was entered against McDuffee for fouling the field by cutting across, and that early in the race. Plaice, of Lima, was struck, and veering, Goetz touched him, and with E. C. Johnson, fell heavily. The latter was quite seriously injured and will be laid up for some time. Goetz had several holes gouged out of his thighs. Goetz put cotton in these and came out for races later, exciting the applause of the spectators. Goetz is a big, lazy-looking fellow, but has the nerve, and fighting ability of a top notcher. In the first lap of the two-mile lap race, he outsprinted Tyler.

Sanger, so it was announced, had unfortunately punctured his tire, and would ride the next day. Conn Baker was present, but was sick. Ellithorpe failed to show.

The finish of the mile open, Class A, was the most surprising and exciting of the day. Ellis, of Oberlin, a new man to racing fame, fought a plucky fight, and in the last ten yards won the race from L. C. Johnson, who had had victory snatched from him by Bernhardt, regained it and lost it to Ellis.

There Was Excitement Enough

in this finish to satisfy the most exacting and the finish of the mile handicap was just as exciting, Johnson losing the race to Van Time by not over a foot. There seemed to be a lack of head to the races.

The management was poor. W. C. Anderson was clerk of the course and did his work well.

On Monday the Ohio division board of officers held its meeting and elected the following ticket: Chief consul, Parker W. Reed, Chillicothe; vice-consul, Geo. R. Prout, Sandusky; secretary-treasurer, Dr. Houston, Chillicothe; representatives, A. E. Mergenthaller, Fostoria; J. A. McGee, Dayton; E. P. Moore, Columbus; C. L. Oberly, Canton. The annual report showed: Receipts, \$3,540.31; expenditures, \$863; on hand, \$2,677.31. A revised constitution was adopted.

Tuesday morning a parade was held and Cincinnati brought forth an excellent brass band on wheels. The snare drummer occupied the rear end of a tandem and the bass drum was attached to the head of a wheel. The musicians, all wheelmen of the city, were arrayed in Uncle Sam costumes. Following the parade a picture was taken at Eden Park and the mayor took occasion to welcome the wheelmen to the city.

Monday evening a stag party took one boat to Coney Island, and the ladies and escorts another.

Tuesday evening there were fireworks, entertainment, etc., at the Zoological Gardens.

Sanger and Tyler go "on to Richmond"—as the circulars have it—from here, thence to Fort Wayne and then on to Ocean Grove for a good ten days' rest.

"Bob" Lennie was to have been here as clerk of the course, but is reported dangerously sick at his home in Freeport.

The Summaries:

One-mile novice.—E. H. Taylor, Hartwell, Ohio, first; C. Kruger, Auburndale, second; W. A. Ross, Elmwood Place, third; C. McLean, Covington, fourth. Time, 2:56. Won by a foot in the last ten yards, third man only a length back.

Half-mile open, Class B.—H. C. Tyler, first; E. A. McDuffee, second; E. C. Johnson, third; R. F. Goetz, fourth. Time, 1:11. Limit of 1:15 placed. Tyler paced all the way, and won by a length, Johnson two lengths back.

One-mile open, Class A, first heat.—O. P. Bernhardt, Toledo, first; R. O. Baumann, Dayton, second; E. S. Cummins, Springfield, third; C. H. Closterman, Cincinnati, fourth. Time, 2:35½.

Second heat.—L. C. Johnson, Cleveland, first; E. H. Kiser, Dayton, second; C. E. Tudor, Cincinnati, third; A. B. Ellis, Oberlin, Ky., fourth. Time, 2:38.

Final heat.—A. B. Ellis, first; L. C. Johnson, second; O. P. Bernhardt, third; E. H. Kiser, fourth. Time, 2:44. All four in a blanket finish, inches only apart.

Two-mile handicap, Class B, five starters with McDuffee, 140 yards, virtual scratch man.—H. L. Dodson, Chicago, 250 yards, first; E. A. McDuffee, 140 yards, second; F. H. Plaice, 360 yards, third. Time, 5:02½. E. C. Johnson and Goetz fell.

Quarter-mile state championship.—W. J. Klinger, Oberlin, Ohio, first; L. B. Sawyer, Hartwell, Ohio, second; A. I. Brown, Cleveland, third; C. C. Van Time, Findlay, fourth. Time, :37½.

One-mile open, Class B.—H. C. Tyler, first; R. F. Goetz, second; E. A. McDuffee, third; H. L. Dodson, fourth. Time, 2:30½.

One-mile, boys under sixteen.—Gordon E. Law, Clifton, Ohio, first; Duke Crolley, Covington, second. Time, 1:22.

One-mile State championship.—A. I. Brown, Cleveland, first; L. B. Sawyer, Hartwell, second; A. B. Ellis, Oberlin, third; O. P. Bernhardt, Toledo, fourth. Time, 2:39½.

Two-mile lap, Class B.—H. C. Tyler, first; R. F. Goetz, second; H. L. Dodson, third; F. H. Plaice, Lima, fourth. Time, 5:38½.

One-mile handicap, Class A.—C. C. Van Time, Findlay, 30 yards, first; L. C. Johnson, Cleveland, scratch, second; F. L. Talley, Zanesville, 50 yards, third; Geo. Reigger, Cincinnati, 100 yards, fourth; J. J. Daniel, Newark, 100 yards, fifth. Time, 2:16.

The Second Day.

CINCINNATI, OHIO, July 4.—There was little comparison between the second and first day's races of the meet. The races of today were grand in every sense of the word, and were well managed. Rain came down about noon, and the weather remaining threatening until 2:30 knocked the day's attendance into a cocked hat. There were barely 2,500 people present, and the guarantors will have to stand a loss of \$1,500 on the meet. The entertainment provided for the guests was too elaborate, and here is where the money went. The report that the programme paid all expense is false, as advertising space was free to those who gave prizes. The programmes cost 10 cents each, and 5,000 were mailed.

A better or faster track could not have been asked for than that which the races were held over. Harry Tyler closed the day with a half-mile ride against time in 1 minute flat, a state record. He was paced by E. C. Johnson and Sanger, and on the upper turn skated in a rut and all but came down. The event of the day, or rather that which was intended to be so, the one-mile open, special class, proved a great race, but slow time. Sanger and Tyler were to go after the scratch competitive record, and McDuffee, Goetz, and E. C. Johnson each took the quarters. Between the first and second Tyler had to pace, and was a little slow. The time was 2:21½, Sanger winning in good style. Had it been announced that the race had been run in 2:07 it would have been believed, so fast did it look, and

So Prettily Was It Contested.

The day was full of close finishes and the novice race set the ball a rolling. This was desperate. Sanger was cheered as he came out. He rode in his old-time form, as he clearly outsprinted Tyler in the half-mile open. L. C. Johnson could not hold the sprint long enough at the close of the mile open, Class A; Bernhardt came strong from behind, and gaining inch by inch, broke Johnson down, and won by a length. Gus Bicker, of Chicago, set a greater share of the pace in this race, and C. A. Peck was a warm finisher, all swathed in bandages from his fall of the morning. He was loudly cheered. A. I. Brown, of Cleveland, won both championship events in good riding form, defeating Klinger and Ellis in the half mile, and Bernhardt and Van Time in the two mile. The latter race Brown won by only a few inches and a foot more only would have lost, Gus Bicker was the winner of the two-mile Class A handicap, all right, but in watching one side as he crossed the tape, allowed Van Time to slide by a matter of a few inches on the inside.

Sanger Won Every Lap

of the two-mile lap race in an exciting manner, and lost the most exciting race of the day much as he lost a handicap at Dayton—by failing to improve his position. It was this mile handicap, Sanger had a clear space of 100 yards with Goetz, Johnson, and Conn Baker, on the mark. These three soon picked up Dodson (125 yards) and Plaice (180) and widened the gap. Sanger hung bravely to his work, and at the three-quarters had collected them all. Meanwhile Johnson had rested, and into this homestretch got away promptly and held his lead of two lengths, winning from the 100-yard mark in 2:12½; Sanger's time was 2:13, tying the competitive record of Johnson's made last Saturday, in a scratch race.

The Summary:

One-mile novice race.—L. Essleton, first, Buckner, second; F. M. McCord, third; Al Schuebert, fourth; F. T. Reeves, Chicago, fifth. Time, 2:41½. Hot finish, won by six inches. Buckner got within six inches, but could not win.

Half-mile open, Class B.—W. C. Sanger, first; H. C. Tyler, second; E. C. Johnson, third; R. F. Goetz, fourth; E. A. McDuffee, fifth. Time, 1:10. Sanger rode in his old-time form, and looked around at Tyler on the stretch.

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Indianapolis, Ind.

One-mile open, Class A.—O. P. Bernhardt, first; L. C. Johnson, second; G. E. Bicker, Chicago, third; C. E. Tudor, fourth; G. S. Reigger, fifth; C. H. Peck, Chicago, sixth; J. J. Walker, seventh. Time, 2:26³/₄. Bicker set the pace for three quarters. The race was won by six inches in last three feet. Bernhardt had too strong a sprint for Johnson.

Half-mile division championship.—A. I. Brown, Cleveland, first; P. W. Klinger, Greenville, second; A. B. Ellis, Oberlin, third; L. C. Johnson, fourth. Time, 1:10.

One-mile open, Class B.—H. C. Tyler, first; E. C. Johnson, second; R. F. Goetz, third; E. A. McDuffee, fourth; H. L. Dodson, fifth. Time, 2:39. A good fight to the tape. Tyler came from the bunch and "unwound" past Johnson.

Two-mile handicap, Class A.—C. C. Van Tine, Findlay, 60 yards, first; G. E. Bicker, Chicago, 100 yards, second; L. C. Johnson, Cleveland, scratch, third; C. E. Tudor, Cincinnati, 100 yards, fourth; O. P. Bernhardt, Toledo, 30 yards, fifth; E. S. Cummings, Springfield, Ohio, 220 yards, sixth; L. B. Sawyer, Hartwell, 160 yards, seventh. Time, 4:57¹/₂.

Half-mile, boys.—Gordon E. Law, first; Duke Crolley, second. Time, 1:28.

One-mile handicap, Class B.—E. C. Johnson, Cleveland, 100 yards, first; W. C. Sanger, scratch, second; R. F. Goetz, 100 yards, third; R. F. Eddy, Columbus, fourth; C. Baker, Columbus, 100 yards, fifth; H. L. Dodson, 125 yards, sixth; F. H. Plaine, 180 yards, seventh. Time, 2:12³/₄. Sanger rode grandly in 2:13, tying the state record in competition, held by J. S. Johnson.

Two-mile division championship.—A. I. Brown, Cleveland, first; O. P. Bernhardt, Toledo, second; C. C. Van Tine, Findlay, third; L. C. Johnson, Cleveland, fourth; W. J. Klinger, Greenville, fifth. Time, 6:21¹/₂. Won by six inches, six inches separating second and third.

Two-mile lap race, Class B.—W. C. Sanger, 13 points, first; Conn Baker, 6 points, second; R. F. Goetz, 4 points, third; Tom Eddy, Columbus, 2 points, fourth. Time, 5:30¹/₂.

One-mile special, Class B.—W. C. Sanger, first; H. C. Tyler, second; E. C. Johnson, third; Tom Eddy, fourth; C. Baker, fifth. Time, 2:21³/₄. McDuffee, Goetz, and Johnson won the quarters.

WORLD'S RECORD AT RICHMOND.

RICHMOND, IND., July 4.—About one thousand of not wildly enthusiastic spectators witnessed the state championship and other races here today. The slight suspicion of rain blew over, and the day wound up with the sun shining. A very heavy west wind blew down the backstretch, and riders had a soft and dusty track to ride on. Among the cycling celebrities present were Fred Patee, of Indianapolis, Will Paine, of Evansville, Will L. Krietenstein, Indiana state centurion of the C. R. C., Tom Hay, Bert Willis, Lew Keck, "Punch" Pontius, and L. M. Wainwright. The surprise of the day was the novice, being a sprint from the start, the time being 2:29³/₄. The state championships were divided between Walter Marmon and W. T. Bonfield, both Indianapolis men, the former winning the quarter-mile championship and Bonfield the five-mile. Bonfield made the best showing of the day, winning two firsts and two seconds against a big field.

There were two smashups, several machines being wrecked, only one rider, C. H. Hull, of Indianapolis, being injured to any extent. Hull was hurt in a handicap race and was unconscious for some time.

The members of the Richmond Cycling Club are laying themselves out in great shape in entertaining their visitors; the efforts of Fox Hull and one or two others being especially appreciated.

An affair not down on the programme, but greatly enjoyed by the audience, was the establishing of a state triplet record by Carl Fisher, James A. Allison and Jay Clemence, all of Indianapolis. A record of 2:38 flat was made. The same trio will go against the record tomorrow and try to bring it down a few notches.

A new world's record for a competition quarter-mile, standing start, was made today in the Class A quarter-mile open, the winner being Earl H. Kiser, of Dayton, Ohio. Not many Class B riders were here today, the few that rode having quite a soft thing. Johnson, Sanger, Tyler, and others will be here from Cincinnati tomorrow and better Class B racing is looked for.

Summaries:

One-mile novice.—Robert Corby, Richmond, first; W. Waking, Richmond, second; L. W. Clutter, Richmond, third; Charles H. Kurtz, Indianapolis, fourth. Time, 2:29³/₄.

One-mile handicap, Class A.—E. Kiser, Dayton, 50 yards, first; W. T. Bonfield, Indianapolis, 40 yards, second; Thomas N. David, Indianapolis, 60 yards, third; Marion Black, Fort Wayne, 50 yards, fourth. Time, 2:20³/₄.

One-mile Richmond Cycling Club, Class A.—Tom Schraeder, first; R. G. Conly, second; Lew Clutter, third; W. Waking, fourth. Time, 2:29.

Quarter-mile open, Class A.—Earl H. Kiser, Dayton, first; Walter Marmon, Indianapolis, second; E. S. McKeon, Greenville, Ohio, third. Time, 30³/₄.

One-mile open, Class B.—E. W. Minor, Indianapolis, first; Morris Townley, Indianapolis, second; E. P. Roll, Indianapolis, third. Time, 2:34¹/₂.

Richmond Cycling Club, one-mile.—Tom Schraeder, first; Lewis Clutter, second; W. Waking, third.

Two-mile open, Class A.—W. T. Bonfield, Indianapolis, first; Marion Black, Fort Wayne, second; Otto Baumann, Dayton, third. Time, 5:35¹/₂.

Five-mile Indiana division championship.—W. T. Bonfield, first; Marion Black, second; Walter Marmon, third. Time, 14:48³/₄.

Half-mile open, Class B.—Morris Townley, Indianapolis, first; E. V. Minor, Indianapolis, second; E. P. Roll, Indianapolis, third.

PLAINFIELD RACES.

PLAINFIELD, N. J., July 4.—Fully five thousand persons viewed the races of the Crescent Wheelmen here today. A strong wind prevented any fast time. Close finishes were the feature of the day. Rydell, who won the first race, was disqualified, as he crossed the tape before the pistol shot.

The Summaries:

One-mile novice, final heat.—Walter Apply, first; John Gregory, second; F. W. Ford, third. Time, 2:43.

One-mile handicap, final heat.—Charles Brown, scratch, first; M. Scott, 20 yards, second; F. F. Goodman, 10 yards, third. Time, 2:17¹/₂.

Two-mile team race, championship Union County, for Saltonstall cup.—Walkover for Elizabeth Wheelmen.

Two-mile handicap, final heat.—H. Hawthorne, 180 yards, first; Charles Rydell, 180 yards, second; S. C. Crane, 210 yards, third. Time, 5:00¹/₂.

One-mile, boys under sixteen.—George Rice, first; H. Harrington, second; John Gregory, third. Time, 2:46. Gregory was protested.

Two-thirds mile scratch.—Charles Brown first; M. Scott, second; W. B. Barbeau, third. Time, 1:42.

Five-mile handicap.—C. A. Fox, 280 yards, first; W. J. Mooney, 100 yards, second; A. H. Laggren, 450 yards, third. Time, 12:55.

WELLS, THE NEW CANADIAN CHAMPION.

MONTREAL, July 2.—The twelfth annual championship race meet of the Canadian Wheelmen's Association was held last Saturday and today on the grounds of the Montreal Amateur Athletic Association, and was the most successful in the history of the C. W. A. The "bill of fare" for the first day comprised the preliminary heats, in all events, except the championships; a Lacrosse match between the Shamrocks and the Montreal clubs, old time rivals, won by the former, and the team race for the subscription trophy, purchased by five subscribing clubs, but open to all clubs in the association, won by the Athenaeum Cycling Club of Toronto, for the second time, to be contested for on three more occasion this year.

It was in Monday's races, however, that the greatest interest centered. In the morning the visiting wheelmen were tendered a complimentary sail through the rapids, and afterward the usual parade was held through the city. At 2:30 p. m. about ten thousand spectators were present to see the finals of Saturday's races, and the C. W. A. championships run off. There was a lively contest for the quarter-mile championship between Hyslop, Harbottle, and Wells, which was won handily by C. C. Harbottle, who is now champion at this distance. in :33, best previous Canadian record, :33¹/₂, made at Toronto by J. S. Johnson.

The novice race won by Alf Young, of the Toronto Wanderers' Club, in 2:33. In the mile championship, in the final heat, Wells, Hyslop, Harbottle, and McCarthy, all of Toronto, faced the starter, Marshall Wells, however, won in good style and finished strong in 2:32, with Hyslop, the former champion, second.

The one-mile Class B race was a piece of hippodroming by John S. Johnson and C. H. Callahan, the latter having a handicap of 50 yards. They made like attempt at a contest, and the spectators were not much pleased. Time, 2:24. In the 5:40 class, the bell lap, there was a bad spill, and every one fell but the leader, who did not finish in the time limit, and being run over later was won by Harley Davidson, with Radway, of London second. Time, 5:20³/₄.

In the half-mile championship, Wells again distinguished himself, winning with ease in 1:18³/₄. Hyslop second.

The fifth race was the three mile, Class B. Johnson and Callahan again started and gave a much better exhibition than in their first race; Johnson negotiating the distance in 7:30³/₄. In the three-mile championship, Wells for the third time demonstrated his ability, beating a large field. Time, 8:34¹/₂.

In the next race, the half-mile, Class B, Johnson, paced by Callahan, rode the distance in 1:05³/₄, previous Canadian record, 1:07, which, of course, still stands.

The last race was the five-mile championship, also won by Marshall Wells in 14:41. Wells is now Canadian champion at all distances, except the quarter-mile which was won by Harbottle. In the evening the prizes, were presented at the Victoria rink, and an exhibition of fancy riding given by professionals.

Dr. Doolittle's century party arrived on Sunday evening by boat from Kingston, the entire party coming through without a mishap save a couple, who retired on the way on account of broken wheels. The genial doctor was presented with a gold watch at Kingston, the terminus of the ride, by the touring wheelmen, who were all delighted with their outing.

A BIG TEXAS MEET.

HOUSTON, TEX., June 30.—The first day's meet of the M. C. C. tournament was not what might be called an unqualified success. The track, which is perfectly new, this being the first race meet of any kind ever held on it, was not in the best condition, but that portion of it which had been finished previous to the recent rains shows conclusively that the surface of the new track bids fair to rank among the fastest in the south.

It was Houston's first meet on a mile track, and while a mile track is better than a quarter track for the racing men, it does not prove a success to the audience, to whom races on quarter tracks are much more interesting. This new track is over 100 feet wide and beautifully laid out. Whoever measured off the quarter and half mile posts, neither of which had been officially measured by the owners of the track, made an error in both cases, as after the day's races they were found to be considerable over 150 feet too long, hence the slow time for the half and quarter.

The management of the meet was not up to Houston's usual standard by any means. The officers in charge were very slow and the track was not kept as clear as it should have been. The prizes were above the average, the races closely contested, and while there was nothing to seriously mar the pleasure of the occasion, there seemed to be something lacking.

Boren, the young Dallas wonder, who was considered the bright shining star, failed to do anything better than second, and not much of that. It is now very plain that he has been very much overrated. He had been advertised in the Dallas papers as riding a half in 1:02³/₄, unpaced, but he failed to do better than ride second to 2:40 and 2:50 class men. Solomon, of Waco, was really the best man at the meet, but he had a bad fall just after winning the quarter-mile open, and was unable to ride any more today. He expects to be out tomorrow.

R. T. Bunting, a traveling man for the Monarch Cycle Co., entered the novice race and won it easily. It was learned that his home was over two-hundred miles from Houston, and he was first protested on this account as he had no permit to ride, but later he was refused an entry into any Clas

A races; as Referee Hope decided him a full-fledged Class B man. Mr. Bunting's case will be investigated by the Racing Board.

Summary:

One-mile novice.—Bunting, first; Jones, second; Metenheimer, third. Time, 2:49%. Quarter-mile open.—Solomon, first; Boren, second; Parker, third. Time, 4:13%. Half-mile, 1:25 class.—Waelder, first; Bunting, second; Hubbard, third. Time, 1:24%. Two-mile handicap.—Roach, scratch, first; Boren, scratch, second; Hofheinz, 40 yards third. Time, 5:45.

Ten-mile team race resulted in a tie between the Alamo Wheelmen team and the San Antonio Cycling Club team, both of San Antonio; the Magnolia Cycling Club team, second. This was the most exciting race of the day. Hofheinz, of the S. A. C. C. team, took seven firsts, and had his running mate not taken sick, on account of drinking a glass of diluted liniment for water, just previous to the start, the race would have been won easily by the San Antonio Cycling Club.

Second Day.

The track showed splendid improvement. It will certainly be a fast course in a short time, after a few good rains and the proper sort of working. The audience was not so large as yesterday, but the races were better. Parker, of Waco, has gotten back in his old-time form. With very poor pacemaking he tied with Hall on the state record for one mile and won the biggest event of the meet—the southern championship. For both of these events he received diamond medals, the prettiest ever given in the state. Solomon rode today, but his leg was still ailing. Waelder had also recovered from drinking a glass of liniment by mistake and won the 2:50 class and also the one-mile handicap. He promises to be one of the stars at the coming meets.

Summaries:

One-mile 2:50 class.—Waelder, first; Metenheimer, second; Van Rensselaer, third. Time, 2:46.

Both Hale and Parker rode the mile in 2:37%, and Hubbard in 2:37%. All were inside of the old record of 2:38%, but the pacing was bad. Hale and Parker will ride for the record again at San Antonio, July 3.

One-mile handicap.—Waelder, 30 yards, first; Hubbard, 30 yards, second; Hall, 50 yards, third. Time, 2:34%.

One-mile southern championship.—Parker, first; Solomon, second; Tackaberry, third. Time, 3:12.

One-mile consolation.—Tackaberry, first; Van Rensselaer, second; Gill, third. Time, 2:53%.

Champion Baird Defeated.

COLUMBIA, S. C., June 27.—The meet held here today proved to be among the most successful ever given in the south. While the times made were not fast, yet the finishes were close, and the attention of the audience was easily held throughout a perfect afternoon for the sport. The event of the day was the defeat of Isaac Baird, the Charleston flyer, in the five-mile scratch race, by Geo. N. Adams, a youthful rider, and pride of Jacksonville, Fla.

Summary:

One-mile novice.—W. A. Riley, Greenwood, S. C. first; J. J. Chipley, Greenwood, S. C., second; J. W. Burr, Charleston, S. C., third. Time, 2:50.

Half-mile open.—R. V. Connerat, Savannah, Ga., first; D. G. Farmer, Savannah, Ga., second; C. D. Bolles, Atlanta, Ga., third. Time, 1:12%.

One-mile, 3:25 class.—W. A. Riley, Greenwood, S. C. first; A. J. Ryttenberg, Sumter, S. C., second; G. Sadler, Charlotte, S. C., third. Time, 2:46%.

One-mile open.—D. G. Farmer, Savannah, Ga., first; Isaac Baird, Charleston, S. C., second; C. D. Bolles, Atlanta, Ga., third. Time, 2:42%.

One-mile, 3:00 minute class.—R. S. Roach, Columbia, S. C. first; W. T. Pope, Columbia, S. C., second; J. S. Carson, Charlotte, S. C., third. Time, 3:15%.

Quarter-mile open.—H. D. Osborne, Savannah, Ga., first; R. V. Connerat, Savannah, Ga., second. Time, 3:36.

Two-mile handicap.—C. D. Bolles, Atlanta, Ga., 50 yards, first; R. V. Connerat, Savannah, Ga., 100 yards, second; R. S. Roach, Columbia, S. C., 175 yards, third. Time, 5:12%.

One-mile team race.—As the Charleston team was the only one to appear at the tape, the race was awarded them without contesting.

Five-mile open.—Geo. M. Adams, Jacksonville, Fla., first; Isaac Baird, Charleston, S. C., second; W. J. Baird, Charleston, S. C., third.

Championship Yet Undecided.

ANSONIA, CONN., June 30.—The races of the Ansonia Wheel Club, held at the Derby Driving Park this afternoon, were hardly as successful as the management had anticipated. The five-mile scratch race, the principal event of the day, drew a fair crowd, which was greatly disappointed at the failure of the race to accomplish its object, namely, to decide the championship of the cities of Derby, Shelton, Seymour, and Ansonia. The failure came about thuswise: The starters told the riders at the commencement that the bell would be rung at the beginning of the last lap, as the rules require. This the scorers did not do, but allowed the men to ride eleven laps. The timers, however, stopped their watches at the tenth. The judges withheld their decision and announced their intention to refer the matter to the Racing Board.

Summary:

One-mile novice.—T. Kilpatrick, first; F. J. Keefe, second. Time, 3:07%.

Half-mile, boys.—E. P. Barber, Jr., first; E. Richter, second. Time, 1:42.

The Freeport Road Races.

FREEPORT, ILL., July 4.—Two road races were run today between Freeport and Lena, a distance of thirteen miles. The first race, the William Walton, was won by Arthur Nieman in 45:00. There were but seven starters. The second race was captured by Roy Hardin in 55:00.

The annual Evanston road race, in Chicago, which was run July 4, over a course extending to Winnetka and return, a distance of eleven and one-eighth miles, was won by I. K. Walker. Arthur Davis was second and Charles Arndt, third. The time prize was won by W. J. Doyle, who covered the distance in 42:04.

SCHWALBACH ROAD RACE.

A Successful Twenty-five-Mile Race on Long Island—George P. Kuhlke Wins Time and N. D. White Captures the Race—Talk of Changing the Irvington-Milburn Course.

NEW YORK, July 4.—Charlie Schwabach's twenty-five-mile road race was contested today over the sandpapered road between Freeport and Jamaica, Long Island. From every point of view it was a success; there were probably two thousand persons at the start and finish in Freeport, all of whom were enthusiastic. At Jamiaca, where the turning flag was placed, a large crowd anxiously awaited the coming of the men for hours before the race was even scheduled to start. A great many of the spectators had never seen a bicycle race before and came in from the neighboring farms in holiday attire and open-mouthed astonishment. The start was delayed until nearly or quite 1 o'clock. There were sixty-nine entries and fifty-eight starters. The management was really excellent, none of the customary crowding on to the course prevailing. George P. Kuhlke, of the Savoy Athletic Club, Brooklyn, mounted on a Liberty, won the time prize, riding the distance in 1:13:05. He was held back 6 seconds at the start, owing to a misunderstanding, but that was allowed him in figuring on his time. Kuhlke's handicap was 3 minutes. Howard Ackerman, Star Cycle Club, had the only break down; he puncturing his tire at the end of ten miles and being compelled to "train" it back to Brooklyn, garbed in what looked to be a bathing suit. The course was perfect, excepting for the dust. There were no hills to be encountered and it is generally understood that the future Decoration Day twenty-five-mile race, known as the Irvington-Milburn, will be run on this course instead of the New Jersey course. In the race today there were

No Scratch Men.

J. W. Davidson of the Washington Wheelmen had a severe fall, which caused him to drop somewhat behind. Samuel A. Cramer, Hamilton Wheelmen, a 7-minute man, was run down by a road hog and had a bad gash cut in his leg.

Schwabach was the happiest man on Long Island when it had been figured out that Kuhlke, on a Liberty, had won. Wine, fireworks and red fire were the result when the Wilson-Myers' manger got back to Brooklyn. The Kings County Wheelmen were "strictly in it" and a glance at the appended table will show John Bensinger and I. A. Phillips, both K. C. W. men, tried for a record between their clubhouse and Freeport, twenty-two miles. They were mounted on a tandem and rode the distance in 1:08. Fourteen men were protested by as many others for accepting pace during the race. This matter has not as yet been decided upon.

Order of Finish:

NAME AND CLUB.	HDCP.	TIME.	NAME AND CLUB.	HDCP.	TIME.
F. D. White, Rockville W.	6:00	1:14:38	A. W. W. Evans, Bwick, B. C.	8:00	1:18:07
C. H. Apply, Eliz (N. J.) W.	3:30	1:15:40	G. B. Smith, Bellmore, L. I.	5:00	1:15:09
G. A. Murray, Washington W.	1:30	1:13:41	W. H. Graham, K. C. W.	6:00	1:16: 9
L. H. Adsit, New York W.	10:00	1:20:02	T. F. Dunn, Star C. C.	5:30	1:15:10
E. A. Willis, S. B. W.	6:00	1:16:04	E. A. Laws, K. C. W.	7:30	1:17:10

Following in rapid order came:

Geo. P. Kuhlke, E. F. Rou, Chas. A. Younk, C. H. Appleby, G. A. Murray, Harry Gray, Asher Atkinson, S. S. Thompson, O. Yarrington, Jno. Whitener, Chas. Mance, Arthur Fuller, Robert McCauley, Jesse Ellsworth, Wm. Welsh, John Warner, A. A. Blish, J. W. Davidson, A. Sturtzman, Peter Inglis, Wm. Butler, Jr., H. B. Skidmore, Samuel A. Cramer, F. B. Egelhoff, Walter Stanley, Herbert Smith, Albert Heimsteadt, J. M. Harned, Thos. Hall, J. C. Berghold, M. J. Gregoire, F. C. Southard, Chris Herbert, Morris Stibritz, Ralph Bradford, W. E. Sparks, W. N. Ward, H. S. Winterhalter, Chas. Hoppe, Frank Val, entine, Byron Sackett, David Murphy, George Homan Lawrence, M. L. Case, B. Eipper, Albert Ackery.

The prize list comprised very nearly everything from a keg of beer and cord of wood to high grade bicycles. J. B. Potter was referee.

BERGEN POINT, N. J., RACES.

BERGEN POINT, N. J., July 4.—The annual meet of the New Jersey Athletic Club was held here today and several bicycle events were decided. The programme was ostensibly an athletic one but the cycle races were hotly contested and as usual created more enthusiasm than the other events. The crowd in attendance was enormous. The bicycle races resulted as follows:

Two-mile team race between Garfield A. C., consisting of Messrs. O'Halloran, Wegman, N. Wall, and Dinger, and the Greenville Wheelmen, consisting of Messrs. Livingston, Simon, Vreeland, and Kruser; O'Halloran finished first in 6:36%, although the race was won by the Greenville team who scored more points than their rivals.

Two-mile Hudson County championship.—W. G. Roomer, first; Fred Shaft, second; W. L. Darmer, third. Time, 5:29%.

One-mile handicap, ten starters, five of them falling in a bunch on the last lap. J. W. Judge, 20 yards, first; Ben Vreeland, 100 yards, second; W. L. Darmer, 15 yards, third. Time, 2:38%.

Two-mile handicap.—J. W. Judge, 30 yards, first; W. L. Darmer, 30 yards, second; Fred Shaft, third. Time, 5:25.

The all-around championship of the Amateur Athletic Union was won by E. W. Goff, of the New Jersey Athletic Club, who defeated the following opponents with the appended total scores: John A. Larkin, Xavier A. C., 3798; John Cosgrove, Ridgefield Athletic Club, 3779; James C. Butterworth, Providence A. C., 3367, and G. R. Gray, N. Y. A. C., 3171. Goff's score was 4217.

GOOD RACING AT LOCKPORT.

Close Finishes and Fast Time Despite a Strong Wind—W. J. Edwards, the Californian, makes His Debut in the East—Details of the Sport.

BUFFALO, N. Y., July 4.—Excellent sport, a fairly good track and a large attendance were features of the joint meet of the Press and Pastime Cycling Clubs at Lockport today. Exciting and close finishes and fast time characterized the racing, and had it not been for a strong head wind that retarded the men on the homestretch, several records might have been somewhat shattered.

E. C. Bald and C. H. Callahan, the Press C. C. men in Class B, were prominent figures in the racing, and received a hearty welcome from their club mates. Bald gave evidence of his speed and Callahan had a "cinch" on second place honors in the speedy class, while Wilbur J. Edwards, Bald's new riding partner from San Jose, Cal., lined up in third place. Goehler, Foell, Leonert, and L. A. Callahan divided the honors in the Class A events, with Goehler possessing the best turn of speed. Foell took a spill in the team race, and a broken collar-bone will prevent his appearance on the track for some time to come.

Forty riders competed in the twenty-five-mile handicap road race to Pekin and return, the first event on the programme, and a large crowd saw the finish. The officials experienced much difficulty in keeping the course clear. Peters, of Fredonia, and Sayles, of the Press C. C., were the first to appear, and as they came tearing up the street the crowd closed in and left a very narrow channel. In some manner the wheels of the two riders became mixed, and

Both Went Down.

Conflicting stories are told of the occurrence, and each man is said to have been at fault. This happened less than a hundred yards from the tape. Sayles started to run for the finishing point without his wheel. Some one told him to go back and get it. This he did, carrying it on his shoulder to the tape. Peters had preceded him, however, and pushed his wheel over first. A protest was lodged, but was disallowed. Leonert, the scratch man, rode the distance in 1:11:15, a very creditable performance, under the circumstances, and finished fourteenth.

The Order of Finish.

PO.	NAME.	CLUB.	HDCP.	ACT'L TIME.	PO.	NAME.	CLUB.	HDCP.	ACT'L TIME.
1	E. Peters, F. A. C.		8:30	1:16:05	11	F. E. Hunt, W. B. C.		5:00	1:13:57
2	T. Sayles, P. C. C.		9:00	1:16:35	12	E. R. Jones, Utica		5:00	1:14:50
3	G. W. Luce, P. C. C.		8:00	1:15:50	13	F. C. Parker, P. C. C.		7:00	1:17:50
4	J. E. Karnes, C. C. C.		11:00	1:18:56	14	E. F. Leonert, P. C. C.	Sch	1:11:15	
5	A. W. Luce, P. W.		7:30	1:14:35	15	J. Penseyres, P. C. C.		1:30	1:12:45
6	Duke Smith, R. B. C.		6:30	1:15:20	16	J. F. Mischler, C. B. C.		11:00	1:23:20
7	C. T. Paxson, unattchd.		6:00	1:14:55	17	C. W. Reister, R. B. C.		8:30	1:21:00
8	W. R. Blake, R. B. C.		3:00	1:11:56	18	A. B. Judd, R. B. C.		8:00	1:21:30
9	M. Mignerney, C. B. C.		6:00	1:14:56	19	M. Siehloer, P. C. C.		8:30	1:23:12
10	B. Cleveland, R. B. C.		5:30	1:14:27	20	R. W. Lister, P. C. C.		10:00	1:24:55

After the finish of the road race the crowds flocked to the track to witness the afternoon races. The novice race was a loaf, the contestants lying back in true professional fashion, and in the sprint Schramm won easily. In the half-mile open Class A Goehler spoiled his chances by doing too much of the pacing, and was passed in the last hundred yards.

"Pop" Foell's Work

showed that the "mud horse" is coming back to his proper form. He led Callahan by less than a wheel for second place. The mile handicap had thirty-seven starters, and was run in two heats and a final. In the first heat Goehler's work was beautiful. He had to ride like a fiend, and did not catch his men until the last quarter. Then instead of wending his way through the big bunch he took the extreme outside of the track and cut them down, one by one, nipping Leonert, the leader, just before the tape was reached, riding the mile in 2:20 $\frac{1}{2}$. The second heat went to W. Schramm from 110 yards in 2:16 $\frac{3}{4}$. Seventeen men started, and the scramble was a hot one from the crack of the pistol. Foell failed to qualify. The final was not as interesting as either one of the heats. Goehler knew that his only hope was to secure a long lead if possible before the straight was reached, for his high gear against the strong head wind would undoubtedly kill his chances. He followed this programme, but fell a victim in the straight. Leonert made a pretty sprint, and won by a length.

A time limit of 2:30 was placed on mile open, Class B, and as it was not reached the referee ordered it to be run over later in the day. The men refused to ride again and the race was declared off. The men made an excellent attempt to get within the limit and made an interesting contest. It should have been allowed as a race. The strong head wind held the men back and prevented their going a better mile.

The Summaries:

One-mile novice.—W. Schramm, first; C. E. Lang, second; G. Gardner, third; G. J. Dittly, Jr., fourth; C. T. Parson, fifth. Time, 3:02 $\frac{1}{2}$.

Half-mile open, Class A.—F. A. Foell, P. C. C., first; L. A. Callahan, P. C. C., second; G. S. McFarland, P. C. C., third; A. B. Goehler, R. B. C., fourth. Time, 1:08 $\frac{1}{2}$.

One-mile, Niagara County championship.—A. F. Mundie, first; W. E. De Temple, second; H. G. Winter, third; B. G. Greene, fourth. Time, 2:49.

One-mile handicap, Class A.—E. F. Leonert, 30 yards, first; G. J. Dittly, Jr., 110 yards, second; J. S. McFarland, 140 yards, third; W. H. Penseyres, 70 yards, fourth; A. B. Goehler, scratch, fifth. Time, 2:20 $\frac{1}{2}$.

Half-mile, boys under seventeen.—E. Denniston, first; A. A. Kliska, second; C. N. De Temple, third. Time, 1:16 $\frac{1}{2}$.

Two-mile team race.—Ramblers B. C. team (Goehler, Blake, and Schramm), first; Press C. C. team, "A" (L. Callahan, Lutz, and Foell), second; Press C. C. team, "B" (McFarland, Schloesser, and J. Penseyres), third.

One-mile, Pastime Club championship.—M. Wemple, first; B. J. Greene, second; E. M. Bunce, third. Time, 2:55 $\frac{1}{2}$.

One-mile, 2:50, Class A.—L. A. Callahan, first; F. W. Julier, second; G. J. Dittly, Jr., third. Time, 2:32 $\frac{1}{2}$.

Three-mile handicap, Class A.—A. B. Goehler, scratch, first; L. A. Callahan, 25 yards, second; E. F. Leonert, 75 yards, third; W. R. Blake, 150 yards, fourth. Time, 7:45 $\frac{1}{2}$.

One-mile quadruplet race.—Globe quartette (W. H. Penseyres, J. Penseyres, G. G. Buse, W. F. Buse), first; Stearns quartette (W. A. Lutz, L. A. Callahan, A. B. Goehler, J. S. McFarland), second. Time, 2:14 $\frac{1}{2}$.

Half-mile open, Class B.—E. C. Bald, first; C. H. Callahan, second; W. J. Edwards, third; B. Cleveland, fourth. Time, 1:11 $\frac{1}{2}$.

One-mile handicap, Class B.—E. C. Bald, scratch, first; C. H. Callahan, 50 yards, second; W. J. Edwards, 75 yards, third; B. Cleveland, 140 yards, fourth. Time, 2:21 $\frac{1}{2}$.

One-mile open, Class B.—E. C. Bald, first; C. H. Callahan, second; W. J. Edwards, third; B. Cleveland, fourth. Time, 2:33 $\frac{1}{2}$.

NEBRASKA DIVISION MEET.

KEARNEY, NEB., July 4.—O. E. Boles, of Denver, ran down to the Nebraska division meet here today on a pot-hunting expedition, and as a result the Omaha cracks who came here expecting to sweep everything before them, did not have such smooth sailing. All they were able to get were seconds and thirds.

Results:

Two-mile novice.—Yule, Lincoln, first; Lambert Kearney, second. Time, 5:38.

Quarter-mile open.—Boles, Denver, first; Pixley, Omaha, second. Time, 3:41 $\frac{1}{2}$.

One-mile Kearney Cycling Club championship.—Collins, first; Pierce, second. Time, 2:54.

Half-mile open, 1:20 class.—Proulx, Omaha, first; Pixley, Omaha, second. Time, 1:16 $\frac{1}{2}$.

One-mile handicap.—Yule, Lincoln, first; Collins, Kearney, second. Time, 2:19 $\frac{1}{2}$.

One-mile Nebraska championship.—Burnett, Lincoln, first; Condon, Omaha, second. Time, 2:44 $\frac{1}{2}$.

Two-mile open, handicap.—Yule, Lincoln, first; Weiter, of Grand Island, second. Time, 5:07.

Five-mile handicap.—Yule, Lincoln, first; Hayman, Grand Island, second; Bickering, Kearney, third. Time, 13:35.

One-mile open, Class B.—Boles, Denver, first; Condon, Omaha, second. Time, 2:27.

AT THE HAWKEYE MEET.

The Iowa division meet, which opened here today, was largely attended by wheelmen from all parts of the state. The state championship was hotly contested, but C. W. Ashley, of Sioux City, carried off the plum.

Results:

Half-mile novice.—Walter F. McNeill, Oskaloosa, first; W. J. Ashley, Sioux City, second; J. A. Wear, Cedar Rapids, third. Time, 1:13 $\frac{3}{4}$.

One-mile open.—A. E. Caldwell, Oskaloosa, first; S. H. Rowland, Marengo, second; A. B. Edmonds, Des Moines, third. Time, 2:31.

Half-mile state championship.—S. P. Rowland, Marengo, first; W. J. Ashley, Sioux City, second; A. E. Johnson, Des Moines, third. Time, 1:10 $\frac{1}{2}$.

Two-mile handicap.—I. M. Dodge, Cedar Rapids, first; George Mierstein, Sioux City, second; Charles L. Berg, Le Mars, third. Time, 4:55 $\frac{1}{2}$.

One-mile state championship.—C. W. Ashley, Sioux City, first; Walter F. McNeill, Oskaloosa, second; S. H. Rowland, Marengo, third. Time, 2:58.

Half-mile, for boys under eighteen.—George Mierstein, Sioux City, first; Frank Williams, Ottumwa, second; Fred E. Spaulding, Grinnell, third. Time, 1:16.

Two-mile open.—George Mierstein, Sioux City, first; C. V. Dasey, Chicago, second; W. O. Hibbs, Mitchellville, third. Time, 5:07.

Team race.—Grinnell, first; Sioux City, second. Time, 2:36.

Chicago Races.

Sandwiched in among a lot of athletic events at the Chicago ball park, on the Fourth, were three bicycle races. The mile novice was won by H. R. Upp, I. W. C., in 3:13 $\frac{1}{2}$, W. P. Jones was second. The third-mile flying start was captured by Van De Sande in :49 $\frac{1}{2}$; Upp, second. Upp won the one-mile handicap from the 30-yard mark, in 2:24; P. C. Van Nest, 100 yards, was second, and Van De Sande, 90 yards, third.

More Jersey Races.

BOONTON, N. J., July 4.—The races here today were viewed by about two thousand persons. The track was in excellent condition, and, although there were no world beaters present, the affair was thoroughly enjoyed by the spectators. Ray Dawson, Tom Eck's "boy wonder," rode well, and was enthusiastically applauded. Boonton is his home, his friends claiming him to be another "Zim." Results of the bicycle races:

One-mile novice, final heat.—Geo. B. Cobb, first; John Allison, second; D. H. MacFarland, third. Time, 2:51 $\frac{3}{4}$.

One-mile, 3:00 class.—J. M. Hopler, first; Carl Berger, second; C. E. Henshaw, third. Time, 2:45.

Two-mile handicap, final heat.—Ray Dawson, scratch, first; J. M. Hopler, 90 yards, second; George B. Cobb, third. Time, 5:15.

Three-mile handicap.—Ray Dawson, scratch, first; George B. Cobb, Jr., 100 yards, second; C. S. Henshaw, scratch, third. Time, 7:55.

Dawson was protested by two New York A. C. men, of which club he is a member, on the grounds that he was not "pure." The matter will be submitted to Chairman Raymond. Dawson rode under protest and won the only two events in which he started.

Three Road Races.

NEW YORK, July 5.—The road races of the Bloomfield Cycling and Athletic Association were held yesterday at Bloomfield and proved extremely interesting. Result:

One-mile scratch.—John Hague, first; C. Moore, second; T. W. Hittbeck, third. Time, 2:45.

Half-mile scratch.—John Hague, first; C. Moore, second; H. Rhodes, third. Time, 1:20.

Two-mile handicap.—R. M. Dodd, Jr., 220 yards, first; H. Rhodes, 220 yards, second; John Hague, scratch, third. Time, 5:55.

THE WAUKESHA-MILWAUKEE.

Two Men Tried For Time Prize—The Race Won by a Dark Horse as Usual.

MILWAUKEE, WIS., July 4.—The Waukesha-Milwaukee road race, given by the Milwaukee Wheelmen, was run here this morning, and was won by George M. Chapin, a member of the Junior Cycling Club, of this city. C. Reinke, of the Nip and Tuck Club, also of Milwaukee, finished a close second. C. Grant, of Tillman, Ind., and Harry Crocker, of this city, are tie for the first time prize. Chapin was a 9:30 man and finished in 49:16. Reinke's time was 48:50 and his handicap 8:30. Grant is 5 minute man and Crocker a 1 minute man. Their time was 47:00 flat.

The race was a success in every respect. Of a total of 170 entries, 128 started. Most of the riders went to Waukesha on a special train an hour before the race: "10 o'clock," but quite a number spent last night at Waukesha, where a royal time was had. Everything belonged to the Wheelmen. The night was spent in a jollification, and although the Fourth was yet a day off, a liberal display of fireworks was made.

The Start Was Made Perfect

there not being one hitch in the arrangements. The course was in fairly good condition, but the three inches of dust greatly impeded the speed of the riders. The customary number of break downs occurred and the express wagons that followed up the riders arrived here with a fair load of wreckage.

G. W. Chapin, the winner of the race, made an excellent showing. He is only seventeen years of age, and would not be picked as a winner to one who did not know his qualities as a rider. The limit (10 minutes) men were the very ones ahead of him after the start, but he soon caught them and lead the race from half a mile this side of Waukesha to the city. Several pushed him hard, but he worked away at his wheel and soon convinced those who were pressing him that he was out to win. At the foot of Stone-Quarry Hill, near the finish, he had a good lead, and finished amid the cheers of 10,000 people. C. Reinke came in before Chapin's friends had time to carry away the victor. Then followed the others in quick succession.

The Contest for the First Time Prize

was the most interesting. Grant and Crocker were hard pressed by Bird and Briggs, both of St. Paul, who would have won of Grant and Crocker had they had a clear field. They got bunched in a crowd of riders near the finish, however, and so lost the first time. The goat, Oscar E. Binners' booby prize was won by F. J. W. Schmidtbauer, who had to hire a cab to take it home, because it was too stubborn to walk. Schmidtbauer is looking for somebody that wants a goat to perfume a nice home. The first seventy-five men who finished will each get a prize, of which several valuable ones are offered. The position of the riders at the finish, their handicap, and time is as follows:

PO.	NAME.	HDCP.	ACTUAL TIME.	PO.	NAME.	HDCP.	ACTUAL TIME.
1	G. M. Chapin	9½	49:16	51	W. C. Greene	7	53:23
2	C. Reinke	8½	48:50	52	H. Zerbel	2½	48:54
3	C. Grant	5	47:00	53	H. W. Hommema	8	54:25
4	R. C. Franke	9	51:54	54	E. J. Nichols	5	50:27
5	J. E. Cordes	9	52:04	55	A. Wilep	5½	52:01
6	W. E. Hastings	9½	52:35	56	T. F. Rhoades	7½	54:02
7	W. Schrader	5	48:10	57	F. M. Harback	7½	54:07
8	G. H. Seeley	5½	48:51	58	J. F. Kasten	8½	55:15
9	P. D. Price	7½	50:32	59	A. W. Hinckley	9½	56:22
10	G. Gregg	8	51:30	60	A. J. Berg	8	54:53
11	H. G. Walker	6	49:42	61	A. J. Richardson	7½	54:26
12	J. Dolister	5	48:45	62	W. B. Masecar	9½	56:29
13	G. G. Briggs	3	47:01	63	F. J. Campbell	7	54:00
14	T. L. Bird	3½	47:03	64	A. L. Leoohardt	1	48:16
15	W. M. Baikie	9½	53:51	65	F. Schumacher	5½	52:49
16	E. A. Clifford	5½	50:12	66	S. Podlaniski	5½	52:50
17	D. C. Meyer	4½	49:13	67	J. G. Swarthout	5	52:21
18	B. Cline	5	49:44	68	F. Nessel	scratch	47:25
19	O. I. Tank	9	53:55	69	W. Simpson	7½	55:08
20	T. H. Kirchner	3½	48:28	70	H. Warnken	7½	55:25
21	A. Brandt	9	54:00	71	A. L. Huenekens	7½	55:26
22	E. W. Roth	2½	47:32	72	T. M. Lentkesser	4½	52:30
23	A. Stoltz	4	49:07	73	J. F. Guenther	4½	51:34
24	E. L. Fielding	5½	50:41	74	J. W. Warnken	5	53:05
25	G. Haushalter	9½	54:43	75	A. B. Thorne	3	51:06
26	C. A. Rhine	8½	53:45	76	M. B. Nute	6	54:10
27	T. F. Andersen	3½	48:46	77	W. F. Sanger	2½	50:50
28	G. F. Carroll	7½	52:48	78	L. P. Rhine	5½	54:07
29	N. Andersen	2½	47:50	79	E. C. Adams	5	53:40
30	H. Jordan	4	49:25	80	M. Watteman	6½	55:15
31	B. Gridley	7½	52:57	81	J. Burke	5	53:52
32	B. Neihenimk	9	54:31	82	A. C. Kinkel	3	52:12
33	E. Everts	6½	52:02	83	W. G. Davis	5½	54:42
34	E. E. Harnish	6	51:33	84	J. C. Schmittbauer	3½	53:00
35	W. C. Wegner	2½	48:10	85	J. D. Canner	6½	56:01
36	E. E. Crump	8½	54:11	86	L. Schmidt	8½	58:08
37	A. T. Hansen	4½	50:12	87	J. S. Hayes	7	56:46
38	A. M. Chandler	3	48:43	88	F. M. Miller	9	58:47
39	H. S. Roby	4½	50:17	89	M. Nessel	scratch	50:14
40	H. W. Crocker	1	47:00	90	H. Halbrecht	5	55:20
41	C. R. Mittlestaedt	3	49:03	91	C. W. Pret	6½	57:03
42	E. A. Aldridge	8½	54:34	92	H. J. Schmitz	4	54:44
43	W. C. Nielson	3½	49:35	93	O. A. Hoffman	9	59:58
44	C. R. Curtis	3½	49:37	94	W. A. Zealler	6	56:59
45	J. Huenekens	7	53:11	95	J. Clark	2	53:07
46	C. A. Dockery	6½	52:42	96	F. L. Mason	8½	60:08
47	H. E. Moore	8	51:13	97	F. Abraham	8½	60:25
48	T. Holmes	2	48:17	98	P. H. Wilson	5	57:90
49	A. J. Held	8	54:19	99	F. J. Schmittbauer	8½	60:34
50	J. Norman	4	50:22	100			

Omaha Races.

OMAHA, NEB., July 3.—Cycling as a sport received a new impetus here today in the shape of meet and tournament held at the fair grounds. A fair sized crowd of spectators occupied the grand stand, and a goodly array of wheelmen lined the fence along the track and quarterstretch. The programme of races, while not lengthy, consemed the entire afternoon.

The track was in poor condition, being wet and "soggy" in spots. The riders could not ride within sixteen feet of the pole on the backstretch. The meet was originated and engineered by M. O. Daxon, a prominent local dealer, who hung up the handsome and costly prizes himself. Racing men from Lincoln, Neb., Fremont, Neb., Valentine, Neb., Plattsmouth, Neb., Council Bluffs, Ia., Blair, Neb., Missouri Valley, Ia., Malvern, Ia., and Wichita, Kan., competed. The result:

One-mile open.—Russell Condon, Omaha, first; W. A. Pixley, second; H. E. Fredrickson, Fremont, third. Time, 2:46½.

One-mile, 3:00 class.—Frank Ellick, Fremont, first; B. H. Lewis, second; James Mach, third. Time, 3:03.

Half-mile open.—W. A. Pixley, Omaha, first; H. E. Fredrickson, Fremont, second. Time, 1:16.

Five-mile handicap.—F. G. Barnett, Lincoln, scratch, first; W. F. Stelling, Omaha, 225 yards, second; C. H. Bailey, Missouri Valley, Ia., 150 yards, third. James Sheldon, Blair, Neb., 175 yards, fourth. Time, 13:13.

Quarter-mile open.—W. A. Pixley, first; A. E. Proulx, Omaha, second; B. H. Lewis, Council Bluffs, third. Time, 38½.

Condon, the state champion, fell in the five-mile handicap, and was laid up, barring him from riding in the final heats of the half and quarter-mile open races.

RACES AT THE HUB.

BOSTON, MASS., July 4.—The annual meet of the City of Boston was run this morning at Franklin Park. The races were all for Class A men and the prizes were gold, silver, and bronze medals. There was an army of entrants in the novice race, which was run in five heats, the best time in any of the heats being made by C. Loring, of Dorchester, who won in 2:36½. The one-mile handicap brought out a field of sixty-one. The men were all started in one heat and it looked as if a big spill would be inevitable, but it did not occur either in this race or any of the others. The boys' race was prerogative of a great deal of enthusiasm and excitement. J. Clark did some good riding in the two-mile handicap, in which he gave away starts up to 270 yards and finished fifth close to the winner. This same rider lost the last race, a quarter-mile dash, which looked like a sure thing for him by slipping a pedal. The summaries:

One-mile novice.—C. Loring, first; A. A. Peterson, second. Time, 2:46.

One-mile handicap.—C. F. Johnson, 100 yards, first; H. B. Tileston, 115 yards, second. Time, 2:21½. Quarter-mile, boys race.—C. W. Lasky, first; A. W. Lincoln, second. Time, :43. Two-mile handicap.—J. S. Dunn, Jr., 150 yards, first; W. E. Winjerskey, 110 yards, second; E. T. Bailey, 250 yards, third. Time, 5:10. Quarter-mile open, final heat.—J. A. Farrel; T. L. Connolly. Time, :29½.

IS ZIM TRICKY?

R. A. Green, of Boston, writes THE BEARINGS that he has just received the following letter from a friend of his in the old country:

FLORENCE, ITALY, June, 1894.

DEAR R: "I must tell you a little about Zimmerman's performance here last Sunday, to see what you think of it. They agreed to give him 2,000 lira, to come here provided he did not win the first prize, which was 2,000 lira. If he won the first prize he was not to have the money offered to get him here. He brought Harry Wheeler here with him, although he was not invited to do so. They say all Florence turned out to see him, and the crowd gathered was greater than would turn out to greet the king; a crowd of whom the Americans here were particularly jubilant. This was the result: Wheeler won and Zimmerman came in seventh man, being beaten by five local Florentines. The people of Florence, especially the Americans, with whom we have talked, are thoroughly indignant with him, and disgusted, for the probable explanation is that he and Wheeler between them conspired to take the 4,000 lira. Do you believe that Zimmerman and Wheeler seem such as this? I have always heard of them as being gentlemen. Should like to hear what they think of it in bicycle circles at home. We leave for Milan tomorrow." W. B. G.

Kings County Wheelmen Win.

NEW YORK, July 4.—There was three bicycle events sandwiched in between the athletic contests at the South Orange, N. J., field clubs games today. The attendance was large and the races good. The victory of the Kings County Wheelmen over the Greenwich and Riverside teams was the signal for tremendous cheering by the club mates of the victors. It was a grand race and well earned. Results:

One-mile novice.—Geo. E. Coon, South Orange, first; H. D. Johnson, South Orange Field Club, second; Charles Dyer, Lincoln Wheelmen, New York City, third. Time, :24.

Half-mile scratch.—C. W. Ertz, Riverside Wheelmen, New York, first; H. K. Eckstein, Greenwich Wheelmen, New York, second; U. S. Paige, Kings County Wheelmen, third. Time, 1:18.

One-mile team race.—Kings County Wheelmen, 38 points, first; Greenwich Wheelmen, second; Riverside Wheelmen, third.

A Negro Race Meet.

NEW YORK, July 4.—The Eagle Wheelmen, of Newark, N. J., composed entirely of negroes, held their annual handicap races today, on the Belgrove Drive course in Kearney. Results:

Two-mile handicap, James Thomas, of Orange, 30 yards, first; William Saich, of the Newark Wheelmen, 300 yards, second; E. C. Vandever, Eagle Wheelmen, 200 yards, third. Time, 6:14. The only other event was the ten-mile race. J. C. Diggs, captain of the Eagle Wheelmen, was first in 34:35; Fred Byers, second, in 36:42, and C. A. Johnson, third. The course was unusually rough, and in the ten-mile race there were nine turns to make.

CHICAGO DAY AT SOUTH BEND.

SOUTH BEND, IND., July 4.—If the citizens of other towns supported race meets the way the inhabitants of this thriving city did that of the South Bend C. C. today, there would always be lots of money made out of bicycle racing. Fully 2,000 South Bend citizens left their business today to attend the races. They were well repaid for their trouble, for the races were all hot and exciting.

In the half-mile open, Emerson took every one by surprise when he beat out Davis. Davis, however, turned the tables in the two-mile lap race, winning every lap. After the races Davis went for the track record of 2:24, and, although very poorly paced, did 2:23.

The Summary:

One-mile novice.—O. Bohman, Chicago, first; W. C. Porter, Dowagiac, Mich., second; E. R. Maurer, Niles, Mich., third. Time, 2:33¹/₂.

Half-mile open.—George Emerson, Chicago, first; C. W. Davis, Chicago, second; George E. Walling, Kendallville, Ind., third. Time, 1:11¹/₂.

One-mile handicap.—Charles Kolb, Goshen, Ind., 210 yards, first; L. C. Roberts, Chicago, 250 yards, second; J. W. Vanderbeck, Niles, Mich., 250 yards, third. Time, 2:11.

Half-mile, boys.—Horace T. Reynolds, South Bend, first; Arthur Oren, South Bend, second. Time, 1:18.

Half-mile handicap for South Bend Cycling Club members.—Albert Anderson, New Carlisle, Ind., first; Arthur Oren, South Bend, second; F. F. Rough, South Bend, third. Time, 1:13.

Two-mile lap race.—C. W. Davis, Chicago, first, with 13 points; George Emerson, Chicago, second, with 8 points; C. G. Sinsabaugh, Chicago, with 4 points. Time, 5:24¹/₂.

Five-mile handicap.—Charles Kolb, Goshen, 600 yards, first; G. E. Walling, Kendallville, 575 yards, second; O. F. Bohman, 635 yards, third. Time, 13:06.

NELSON BREAKS HIS COLLAR BONE.

HARTFORD, CONN., July 4.—Frequent showers made the Charter Oak track very slippery at the Columbia C. C.'s meet, and when C. T. Nelson started to sprint in the half-mile open his wheel slipped from under him and he fell, breaking his collar bone. Rich and Berlo went for the tandem record and did 2:12. Three thousand people witnessed the races.

Summaries:

One-mile novice.—F. G. Kellogg, first; W. Russell, second; Merrick E. Ellwell, third. Time, 2:41¹/₂.

One-mile, 230 class, Class B.—Maddox, first; Silvie, of Staten Island, second; W. H. Wells, third. Time, 2:35.

Half-mile, L. A. W., state championship.—R. M. Alexander, Hartford, first; E. W. Hyer, second. Time, 1:12¹/₂.

Half-mile open, Class B.—A. W. Warren, Hartford, first; H. H. Maddox, Asbury Park, second; C. T. Nelson, Springfield, Mass., third. Time, 1:32.

One-mile, Hartford County championship.—C. Guy, Unionville, first; R. M. Alexander, second; J. H. Jones, third. Time, 2:47.

One-mile, 220 class.—Taxis, first; Warren, second; J. A. Silvie, Port Richmond, third. Time, 2:37.

One-mile, 300 class.—F. G. Kellogg, Hartford, first; C. J. Guy, Unionville, second; F. J. Harvey, New Haven, third. Time, 2:47¹/₂.

One-mile handicap, Class B.—G. H. Thacher, New Haven, first; A. W. Warren, second; E. Berwachez, Springfield, Mass., third. Time, 2:24.

One-mile handicap.—E. Hanson, Plainville, first; C. Stevens, Hartford, second; W. W. Frazer, Hartford, third. Time, 2:27.

One-mile, diamond race.—Taxis, first; H. B. Arnold, Springfield, second; A. W. Warren, Hartford, third. Time, 2:45¹/₂.

One-mile handicap.—E. Hanson, Plainville, first; C. M. Stevens, Hartford, second; S. J. Harvey, New Haven, third. Time, 2:27.

Cooper Wins a Mile Championship.

PORT HURON, MICH., July 4.—The Michigan division meet opened today with track races. The events were run off on the new track which proved to be quite speedy. Gus Steele, of Chicago, was the fastest man present, and he accounted for two of the Class B races. Tom Cooper, of Detroit, won the quarter-mile division championship.

Summaries:

One-mile novice.—W. F. Stellwagen, Wayne, first; Lester Rowley, Port Huron, second; Arthur J. Wright, London, third. Time, 2:59.

Quarter-mile, Class A.—Thomas Cooper, Detroit, first; H. L. Morris, Vassar, second; L. T. Flansburg, Kalamazoo, third. Monnier, of Detroit, was ruled out an account foul. Time, :35¹/₂.

Half-mile, Class B.—Gus Steele, Chicago, first; Will Evans, Lansing, second; C. M. Bortree, Grand Rapids, third. Time, 1:19.

Half-mile, Class A.—Fred Longhead, Sarnia, first; Percy Patterson, Port Huron, second; A. McLeod, Sarnia, third. Time, 1:14¹/₂.

One-mile handicap, Class B.—Gus Steele, Chicago, scratch, first; Will Evans, Lansing, 30 yards, second; C. M. Bortree, Grand Rapids, 60 yards, third. Time, 2:48¹/₂.

One-mile state championship.—Thomas Cooper, Detroit, first; F. A. Richmond, Grand Rapids, second; W. W. Grant, Detroit, third. Time, 2:47¹/₂.

Quarter-mile, open to Port Huron wheelmen.—Percy Patterson, first; Charles D. Blaird, second; Lance McKay, third. Time, :367¹/₂.

Special one-mile handicap.—Percy Patterson, Port Huron, scratch, first; Harry Tudhope, Port Huron, 35 yards, second; W. F. Stellwagen, Wayne, 45 yards, third. Time, 2:10.

BROKE THE QUARTER-MILE RECORD.

PATERSON, N. J., July 4.—George C. Smith lost his laurel wreath today when G. F. Royce, of the Tourists' C. C., won the quarter-mile open at his club's race meet in :29¹/₄ on the Clifton race track. The old record was :31¹/₂ and has stood for a couple years.

BINGHAMTON, N. Y., July 5.—C. T. Miner captured the one-mile city championship, and the one, three, and five mile handicaps for Y. M. C. A. members here today. The novice was won by N. F. Maltby, of New York; while the two-mile handicap was won by J. F. Folsom, of Binghamton. A. F. Dieffendirfer got the half-mile open; R. E. Wright, of Cortland, won the mile open.

BURR RIGHT IN IT.

ROCKFORD, ILL., July 4.—The Rockford Cycling Club did not get into the field early enough this year to catch any of the Chicago men, so the races today were confined to local riders. Addison Burr, who was the only scratch man, was paced in every race in which he started. A ladies' race was run, and the mile ridden in 3:35¹/₂; good time considering the strong wind.

Summaries:

Third-mile club handicap.—H. C. Southgate, first; Bay Wayle, second; Fred Huber, third. Time, :40¹/₂.

One-hundred-yard dash.—Ray Martin, first; Frank Edminson, second; J. Hunter, third. Time, :10¹/₂.

One-mile open.—Addison Burr, first; F. Moore, of Beloit, second; John Durno, third. Time, 2:37¹/₂.

One-mile club handicap.—H. C. Southgate, first; Addison Burr, second; F. Vanwart, third. Time, 2:35¹/₂.

Third-mile open.—F. Moore, of Beloit, first; Addison Burr, second; Don Vanwart, of Beloit, third. Time, :50¹/₂.

One-hundred-yard club dash.—Frank Edminson, first; M. Brantingan, second; W. R. Anglemire, third. Time, :11¹/₂.

One-mile, ladies' race.—Bernice Stringer, Elgin, first; Gertie Stringer, Elgin, second. Time, 3:35¹/₂.

Two-mile club team race.—Won by Anderson-Anglemire and Southgate.

Two-hundred-yard dash.—Ray Martin, first; J. Hunter, second; W. S. Tuckey, third. Time, :29¹/₂.

Five-mile club handicap.—Addison Burr, first; Fred Huber, second; Bay Wayle, third. Time, 15:30¹/₂.

Johnson Gets Mad.

SYRACUSE, N. Y., July 4.—Johnny Johnson lost his temper today and would not ride in the races of the Century Cycling Club, under whose colors he rides. The referee placed a time limit on the half-mile open, and this made Johnny so mad that he would not ride. Watson Coleman did not make any vigorous protest at this, for it enabled him to win the race, Kennedy running second. The Chicago man, however, redeemed himself later, winning the one and two mile open events. Graves ran second in both races.

Summaries:

Half-mile open, Class B.—Watson Coleman, first; A. D. Kennedy, second. Time, 1:07¹/₂.

One-mile open, Class B.—A. D. Kennedy, first; F. C. Graves, second. Time, 2:25.

One-mile handicap, Class B.—F. C. Graves, 85 yards, first; Watson Coleman, S. B. C., 65 yards, second. Time, 2:24¹/₂.

Half-mile open, Class A.—A. J. Pendergast, first; F. S. Jacques, Auburn Cyclers, second. Time, 1:17.

Two-mile open, Class B.—A. D. Kennedy, first; F. C. Graves, second. Time, 4:59¹/₂.

Two-mile handicap, Class A.—Harry Link, Y. M. C. A., 55 yards, first; John Lawley, C. C. C., 200 yards, second. Time, 4:50¹/₂.

One-mile open, Class A.—Fred Fisher, first; A. J. Pendergast, second. Time, 3:25.

Jenny Scores at Watertown.

WATERTOWN, N. Y., July 4.—F. J. Jenny, the crack Class A man of this neck of the woods, won most of the races here today. Results:

Ten-mile handicap road race, fifteen starters.—S. F. Harris, Syracuse, 4 minutes, won in 33:47¹/₂; J. N. Willis, Canandaigua C. C., with 3 minutes' handicap, won the time prize in 34:45.

One-mile novice.—George Berrow, Watertown, first; Matt Roberts, Utica, second; C. R. Ould, Oswego, third. Time, 2:57¹/₂.

One-mile Northern New York championship.—Harry Lamon, Watertown, first, in 2:30¹/₂.

Quarter-mile open.—F. J. Jenny, Utica, first; E. Smith, Oswego, second; C. A. Benjamin, Syracuse, third. Time, :31¹/₂.

One-mile Jefferson County championship.—G. L. Potter, Carthage, first, in 2:44¹/₂.

One-mile open.—F. J. Jenny, first; E. Smith, Oswego, second; John Gardner, Syracuse, third. Time, 2:41¹/₂.

One-mile, central and Northern New York handicap.—E. Smith, Oswego, first; F. Ferris, Utica, second; S. M. Humes, Oswego, third. Time, 2:18¹/₂.

Half-mile open.—F. J. Jenny, first; C. A. Benjamin, second; H. S. Higgins, Rochester, third. Time, 1:15.

Two-mile handicap.—Frank Orman, Watertown, first; F. J. Jenny, second; A. F. Ferris, third. Time, 4:44¹/₂.

Williams Rides Under Protest.

PUTTSBURG, PA., June 30.—The annual twenty-five-mile Johnston road race took place this afternoon. The course was from the Keystone clubhouse, twelve and a half miles out the Saltsburg road and return. Sixty-eight starters lined up when time was called. Among them were Gardner, of Syracuse, Myers, of Cleveland, Fry, of Beaver, and George Williams, of Pittsburg, who has been suspended from all track racing for two years. Williams, who was the only scratchman, was protested by Myers, of Cleveland, but the referee would not consider it. The limit men had 11 minutes, and got away promptly at 3:04. John Newburn, who had 6:30 crossed the tape first, 2 minutes ahead of Fry, the second man, who had 4:30. Williams took fifth place, and captured the time prize in 1:19:47, which we consider phenomenal time in this section of the country, as this route is all up and down hill, with the exception of the first two or three miles.

Letter Carrier's Race.

NEW YORK, July 4.—The annual races of the Newark Postoffice Wheelmen were held on Belgrove Drive, Kearney, yesterday. There were four races—the one-mile handicap, was won by Hood, 10 yards, in 2:45. Mayo, scratch, was second, and Van Houten, 75 yards, third. The five-mile handicap was also won by Hood, 115 yards, in 17:25, Mayo, scratch, was second, in 16:27, and Van Houten, 215 yards, third. Jillson won the slow race, Mahon second, Hartman won the consolation, Wilson, second.

THE BLOOMER QUESTION.

A "Bearings" Man With a Camera Goes in Search of Information—Photographs and Descriptions of Various Bloomer Costumes Seen in Chicago—Every Variety Represented.

BY HARVEY POUND.

Dashing Miss Lizzie Glow, of 339 Hastings street, was flying through the park at a lively gait when I caught sight of her, and it was not until I had made a long chase with my camera on my back, and had expended not a little of my persuasive eloquence that I induced her to stop. She finally did stop, however, and a little more eloquence persuaded her to let me take her picture, which, I am sorry to say, does neither her nor myself credit. The responsibility of its being used must be charged to the editor, who, I believe, was quite taken with my description of the lady and her costume.

But it is not my duty to enlarge on the charms of my fair subjects in this article, but to give descriptions of costumes. Miss Glow described her costume in this manner: "My bloomers are made of fancy striped goods and come down to the knee. With them I wear black stockings and low shoes; a shirt waist with collar and cuffs with fancy ruffles, and an Eton jacket."

"Do you favor leg-gins?" I ventured.

"No," she said very decidedly. "I have nothing to hide that I am ashamed of"—and she hadn't—"and they are very much in the way and very uncomfortable. I do not care what remarks are made. You will find that the people who make remarks are the ones who do not know a thing about cycling. If they ever rode in skirts and then tried bloomers they would never go back to the skirts. I am a bloomer girl, and I have come to stay."

Mrs. M. J. Kelly, of 466 Fullerton avenue, after she had been told what the object of THE BEARINGS was in getting photographs and descriptions of bloomer costumes, showed no hesitancy in allowing me to take her picture



MISS LIZZIE GLOW.

and get a description of her costume. She said: "My bloomers are made of navy-blue cloth, each leg measuring thirty-four inches. With the bloomers I wear a black China silk blouse, a short zouave jacket of navy-blue cloth, braided with black, and a soft black silk cap. I am now wearing jersey leggings, but find that they are very warm and hold the dust too much, so I am having a pair of leather leggings made, which I shall wear in the future. For century riding I wear, instead of a blouse, a heavy sweater, and I am greatly in favor of heavy-ribbed stockings for long rides."

"Bloomers are awfully jolly things," said Miss F. Drager. "Why, I should no more think of wearing horrid skirts on a wheel again than I would think of giving up cycling. I think my costume is just right—so awfully cool and nice, you know. It is made of blue flannel. The bloomers come just to the knees and then there is a short skirt of the same material over them. I wear black silk stockings and low shoes.



MRS. M. J. KELLY.

It is awfully jolly to ride in them. Then I have a white silk shirt waist and a blue yatching cap and I think it's just immense, don't you? I hope it will not be long before we will see all lady riders in bloomer costumes, they are so nice, don't you think so?"

Of course I thought so, and would not have said "No," even if I had not. Stopping just long enough to make me promise that I would send her a picture when it was done, the little lady mounted her wheel and dashed away on the boulevard and was soon lost to view.



MISS F. DRAGER.

Miss E. Baker, of 325 Mohawk street, wore the most original and striking costume of any that I have yet seen. Miss Baker evidently does not believe in half-way measures and was going to have a costume that was as free from discomfort and as far from regulation as possible. I need not impress on the readers of THE BEARINGS that she succeeded. The reproduction of the excellent photograph which I secured of her in riding costume, speaks for itself.

In talking of her costume she said: "Oh, yes indeed! I like cycling very much more since I adopted this lovely costume. I like my costume a great deal better than the regular bloomers that the ladies are now wearing, or those horrible Turkish trousers. One might just as well wear

skirts as those things. 'This costume is original. It is my own idea and I think it is very pretty.

"I have tan leather leggings that come to the top of the thighs, buttoned up the side to a point a little above the knees, and then fastened with straps and buckles to the top. Over these I have a dark blue serge skirt that falls below the knees when I am off my wheel, but when I am riding I catch it up by means of cords which are run in from the bottom of the skirt. When it is drawn up"—as shown in the cut—"there is a surplus of cord. This I wind around my waist and tie in a big bow-knot. The cord has tassels on the end to give it a finish. I usually wear with it a white silk waist and an Eton jacket made of the same material as my skirt. To complete my costume I wear tan gauntlet gloves and a dark blue yatching cap.

"I do not think that ladies ought to ride in skirts any more now that bloomers have come in—and come, I think, to stay. Skirts are horrid things for cycling. They are not only hard to ride in, on account of catching and holding the wind, but are also dangerous, for they are liable to catch in the wheel and wind up and then throw the rider, besides tearing her dress terribly. I shall be so glad when all the ladies join the ranks of the bloomer wearers."

Said Miss Olive Bonney, of 216 Cass street: "I have been riding in bloomers but a short time, but I can truthfully say that they are the only thing to wear while cycling, not only for comfort, but for safety as well. I have had several accidents a wheel on account of my skirts catching in the wheel, and I am more than thankful to be relieved of the danger I had to brave when wearing the old costume, as well as to enjoy the infinite comfort



MISS E. BAKER.

that I find in bloomers. I sincerely hope that all lady riders will try bloomers soon, for when they once try them, they will wear nothing else.

"My bloomers are made of black serge and come to the knee. With them I wear jersey leggings, a cloth cap, and white sweater. I usually carry an Eton jacket to don when it becomes chilly. I might add that I also carry, strapped on my handle-bars, a light skirt, so that if I want to make a call while out, or do a little shopping, I can easily slip it on. It opens all the way down one side and is provided with three buttons, one at the top, one in the middle, and one at the bottom. I put it on just as I would an apron. The lady readers of THE BEARINGS will find, if they try this, that it is a very convenient little article."

Mrs. Louis Jordan, wife of the cycle tradesman, would not consent to having her picture taken, but she looked the very picture of comfort, as she pedaled along the park drive. Her suit is of brown corduroy, with bloomers to the knees, tan leggings and tan shoes; a Russian blouse and a cap of the same material as the bloomers.

Mrs. Jordan thoroughly believes in bloomers and thinks any lady that rides makes a mistake if she does not adopt them. She said that the public made many unkind remarks but that they were becoming more and more infrequent. But she did not care what people said, for she was riding for her own comfort and enjoyment and not for that of any one else. She hopes and expects that it will not be long before all wheelwomen will adopt the rational costume.

Miss Lizzie Hegerty, the prominent lady centurion, expressed the same opinion as most of the other ladies that I interviewed, viz., that the bloomer costume was the only thing for riding; that it was safe and comfortable, and that she should always wear it a wheel.

I had grown a little weary of chasing fleet wheelwomen along the park drives, persuading them to pose for their pictures, a camera bobbing up and down on my back, and begging descriptions of their costumes, and had made up my mind that I had secured enough material for a good long article and would go home for the evening, when I beheld one of THE BEARINGS' staff, Miss B. B. Boyer, riding down the Lake Shore Drive on a diamond frame, twenty-pound wheel. I knew that it was not exactly according to newspaper etiquette for a paper to exploit the doings of its own staff, but I thought that I would risk the editor's ire by doing it in this case. Of course I had no trouble in getting an interview and a photograph.

"When did you first get the idea of wearing bloomers?" I asked.

"Excuse me," said Miss B. B., as we call her, "but I don't call them bloomers. They are—trouserettes. I first saw them in Paris this spring, and made up my mind that they were the only thing to wear for safety and comfort. I have been riding a wheel since nine years ago—a full year before I saw another lady on one—and I thought it was high time that I was

released from the thralldom of skirts. They are much more advanced in the matter of rational costume in France than they are in this country and deserve credit for it. The rational dress is also greatly in favor in Germany; in England I did not see a single one, but I was there at a bad season of the year to see them."

"What do people say about your bloom—er—a—trouserettes?"

"The gentlemen say that they are stunning, and the—but never mind. What do I care what they say. I am wearing them."

"What material do you use, and how much, in your costume?"

"Well, not as much as some people. One thing that disgusts me is, that some of the ladies use as much material in one pair of bloomers as they do in a whole dress, skirt, waist, and all, and more, too. This is ridiculous. Ninety-nine out of every hundred make the mistake of having too much length, breadth, and weight in their trouserettes. It took but two yards for mine, and there was enough left for two caps, and for—a—re-enforcement. I don't know just how many inches they are around, but not so very many, and when I get a new costume there will be less. There was a yard and three-quarters in my jacket which, as you see, comes fully to the saddle when I am on my wheel. I do not at all approve of a lady riding without a long jacket. Instead of leggings, I had an extra long pair of shoes made.

"They measure ten inches from the heel to the top and are very comfortable. Several ladies who have seen my shoes have ordered the same

kind. My jacket and trouserettes are made of Cravanette, a waterproof cloth."

"Have you any suggestions to make about the making of your suit that will prove of value to others?"

"Well, I had a visit from a tailor who is making a business of making rational costumes. He explained that his bloomers were lined and that in wearing them it would not be necessary to have underwear—a nice suggestion. You will find that 99 per cent of the ladies who wear bloomers have them lined, and leave off the undergarments. It is a mistake. The trouserettes should be made as light as possible. I have woolen underwear from head to foot and find it most comfortable. There is but little weight to carry from the waist, and the result is that I can ride for hours without feeling the old fatigue that I did with skirts. My costume is so comfortable that I prefer it to any other I have and wear it evenings at home most of the time. Another error to avoid is that of making the trouserettes too long in the waist."



MISS LIZZIE HEGERTY.

"Do you prefer a diamond frame?"

"Yes, for the simple reason that it is much lighter than the drop frame and I can handle it much more easily as a consequence. I have had enough of riding around on wheels that I could not lift from the ground."

"I see that you are wearing a hat instead of a cap. Do you prefer the hat?"

"It has the advantage of saving one's nose on sunny days, but has absolutely nothing else to recommend it. No, except in the heat of the day I always wear a cap."



MISS OLIVE BONNEY.



MISS B. B. BOYER.

A CHINESE RACE.

SAN FRANCISCO, CAL., July 4.—Two thousand people sat in the broiling sun at the Reliance Athletic Park in Alameda for three hours this afternoon to witness the bicycle races given under the auspices of Acme Athletic Club. The heat was so intense as to be extremely disagreeable, but the crowd only perspired and made no complaint, for the races were good. Most of the events were well contested, with the exception of the two-mile championship, the riding was hard and furious from start to finish. The races began with the one-mile novice, which was closely contested, a time limit of 2:40 being placed on the final, which was won by W. F. Pettis, who beat J. M. Colquhoun by three feet. The final heat of quarter-mile dash resulted in a dead heat between C. S. Wells, of the Bay City Wheelmen, and R. L. Leng, of the Olympic Club. Wells won the run-off in 36²/₅.

The mile handicap brought out thirty-six men, and was run off in four heats. The final was won by J. H. Dieckman from 90 yards, in 2:24¹/₅. The two-mile handicap was won by H. C. Smith, of the Garden City Cyclers. The two-mile championship for the northern division of California was won by G. A. Nissen in 6:28. The first mile and a half was the lowest race of the day, but on last half Nissen warmed the pace and won by three lengths. The half-mile club championship was won by M. F. Rose in 1:13³/₅, with O. L. Pickard second.

The Chinese race was the most amusing race of the day. There were four entries, Charles W. Fong winning by half a mile in 6:24.

THE STOCKTON MEET.

STOCKTON, CAL., July 4.—Wheelmen from all parts of the state took possession of this town today. They owned everything. From early morning when the boats chartered for the occasion by the Bay City Wheelmen and Olympic Club arrived from San Francisco until dewy eve, when they departed, this town had not seen a quiet moment.

The great annual race meet, given under the auspices of the Oak Leaf Wheelmen, was the occasion for one of the greatest gatherings of wheelmen ever held on the coast. There was a parade of wheelmen in the morning and two bicycle races in the afternoon at Goodwater Grove brought out an immense throng of spectators in summer attire. One record was broken, the two-mile, which was lowered to 4:46¹/₅.

Summaries:

Half-mile, scratch, Class B. W. F. Foster, first; Otto Zeigler, second; C. L. Davis, third. Time, 1:16³/₅.

One-mile novice.—A. W. Small, first; T. R. McCuen, second; George Hudson, third. Time, 2:37¹/₅.

Two-mile handicap, Class B.—Otto Zeigler, first; W. A. Terrill, second; Oscar Osen, third. Time, 4:46¹/₅.

Half-mile, division L. A. W. championship.—Archie Reid, first; Languetin, second; A. W. Small, third. Time, 1:14.

One-mile handicap, Class B.—A. H. Jarmon, 110 yards, first; Leo Salbach, second. Time, 2:19.

One-mile handicap, Oak Leaf Wheelmen.—Won by A. G. Baker in 2:33.

Ulbricht Gets Time.

LOS ANGELES, CAL., July 4.—There were 106 entries for the bicycle road race from this city to Santa Monica, a distance of seventeen miles. The first time prize was won by Emil Ulbricht, who covered the distance in 57:01, lowering the record of 58 minutes. John R. Gardiner won first place prize in 59:02.

Ulbricht covered himself with glory by his action in race. He made pace for the lagging men and seemed to make no great effort to win the race himself. The four first time men were Emil Ulbricht, 57:01; C. Washburn, 57:43; Ed Williams, 58:03; Harry E. Bundy, 58:28.

RAVENSWOOD RACES.

The races promoted by the citizens of Ravenswood, Ill., attracted a large crowd. A. V. Jackson, who ran fifth in the Chicago road race, won as he pleased, although J. R. Pollock would have given him a hard rub had he not fallen in the first race, injuring himself so that he could not ride in any other races.

Summaries:

One-mile handicap.—G. S. Cawthorne, 20 seconds, first; A. E. Stephens, 30 seconds, second; G. F. Wendt, 20 seconds, third. Time, 2:55.

Quarter-mile open.—A. B. Jackson, first; G. S. Cawthorne, second; J. K. Pollock, third. Time, 29¹/₂.

One-mile, boys.—W. Fishleigh, first; Albert Johnson, second; W. Hisco, third. Time, 3:21.

Half-mile, boys under twelve.—Harry McWilliams, first; John P. Murling, second; Frank Porter, third. Time, 1:43.

Two-mile handicap.—Alec Raffan, 40 seconds, first; H. E. Simon, 20 seconds, second; G. F. Mendt, 40 seconds, third. Time, 5:33.

One-mile, boys' handicap.—W. Gillispie, 20 seconds, first; Harry Hoof, 20 seconds, second; Albert Johnson, scratch, third. Time, 3:53.

Fat men's race.—F. A. Tripp, first; Caldwell, second; Stevens, third. Time, 4:28.

Five-mile handicap.—R. J. Ingersol, 2:30 minutes, first; Robert Brunton, 2:30 minutes, second; Alec Raffan, 1 minute, third. Time, 16:43. Best time, A. V. Jackson, 14:44.

SMALL RACE MEETS.

ELMIRA, N. Y., July 4.—Three thousand people witnessed the races of the Kanawoola Cycle Club today. The one-mile open race was declared off on account of loafing. It was won by Jesse Peck, of Elmira.

Summaries:

One-mile novice.—Henry P. Short, Buffalo, first. Time, 2:37¹/₅.

Quarter-mile open.—J. F. Eberle, Westfield, Pa., first. Time, 37¹/₅.

One-mile, champion southern tier counties.—C. T. Freeman, Corning, first. Time, 2:11¹/₅.

Two-mile handicap.—Fred Bright, Elmira, 210 yards, first. Time, 1:49.

Half-open.—Leslie H. Tucker, Cortland, first. Time, 1:16¹/₅.

One-mile, 2:50 class.—C. R. Knox, Auburn, first; J. E. Eberlee, Westfield, Pa., second; C. T. Freeman, Corning, third. Time, 2:35¹/₅.

STUEBENVILLE, OHIO, July 4.—Pleasant Heights Driving Park was opened with a good class of bicycle races today. Summaries:

Half-mile novice.—Alfred Freeman, first. Time, 1:10.

One-mile open.—C. K. Updegroff, first. Time, 2:44.

One-mile handicap.—C. K. Updegroff, first. Time, 2:38.

Two-mile open.—G. H. Hall, first. Time, 5:49.

Quarter-mile open.—C. K. Updegroff, first. Time, 35.

Half-mile open.—G. H. Hall, won, but was disqualified on a foul and the race given to Wesley Bailey. Time, 1:14.

TITUSVILLE, PA., July 4.—At the bicycle tournament given by the Crescent Cycling Club of this city today, the following were the results:

One-mile novice.—C. L. Alexander, Corry, first. Time, 2:38.

Half-mile handicap.—L. G. Fenton, Jamestown, first. Time, 1:01.

One-mile handicap.—A. Schelhammer, Warren, Pa., first. Time, 2:26.

Five-mile handicap.—Von Boeckman, Jamestown, N. Y., first. Time, 15:02.

HUMBOLDT, KAN., July 4.—The first meet of the Humboldt Wheelmen took place at Riverside Park today in the presence of 5,000 spectators. The half-mile track was not in good shape, owing to recent overflows, but the racing was spirited. Summaries:

Half-mile novice.—James Kimball, first. Time, 1:33.

Half-mile open.—Bert Wiley, first. Time, 1:33.

One-mile open.—Bert Wiley, first. Time, 3:28¹/₅.

Two-mile handicap.—James Kimball, 200 yards, first. Time, 6:58.

WILLIMANTIC, CONN., July 4.—The bicycle races of the Frog Wheel Club today, resulted thus:

One-mile novice.—G. A. McEdwards, Springfield, Mass., first. Time, 2:42¹/₅.

Half-mile handicap.—W. Steele, Hartford, first. Time, 1:10.

One-mile, 3:00 class.—T. H. Fould, Springfield, first. Time, 3:02.

One-mile handicap.—T. H. Fould, Springfield, first. Time, 2:25.

Half-mile championship.—C. E. Newton, Willimantic. Time, 1:14.

PITTSBURG, PA., July 4.—Twenty thousand persons witnessed the local bicycle race at Schnely Park this afternoon. The summaries:

One-mile novice.—W. H. Poerstel, first. Time, 2:37¹/₅.

One-mile handicap.—W. H. Poerstel, first. Time, 2:25.

Two-mile handicap.—W. H. Poerstel, first. Time, 5:17¹/₅.

Three-mile handicap.—W. H. Poerstel, first. Time, 3:04.

Four-mile handicap.—G. S. Weir, first. Time, 14:42¹/₅.

READING, PA., July 4.—The liberty jubilee of the Reading Press Club held today on the fair grounds was attended by over ten thousand people. One of the chief attractions was the bicycle meet.

One-mile novice.—Charles A. Miller, first. Time, 2:58¹/₅.

One-mile 2:50 class.—Selas Stutzman, Pennsylvania Wheelmen, first. Time, 2:40¹/₅.

One-mile open.—Selas Stutzman, first. Time, 2:34¹/₅.

Half-mile open.—Selas Stutzman, first. Time, 1:13¹/₅.

Half-mile, for boys.—Harry Fulmer, first. Time, 1:28¹/₅.

MONTICELLO, ILL., July 4.—The annual meet of the Monticello Cycling Club today was productive of interesting races. In the fifteen-mile road race to Bement and return, there were twelve starters. The first prize was won by Max Schult, of Ottawa, Ill., in 47:09. Summaries of the races:

One-mile novice.—Max Schult, first. Time, 2:49¹/₅.

Two-mile handicap.—Frank Wing, of Ottawa, first. Time, 5:22.

One-mile, Platt County Wheelmen only.—Henry Dilatash, first. Time, 2:50¹/₅.

Three-mile handicap.—Henry Dilatash, first. Time, 9:15.

One-mile open.—Will Ruby, first. Time, 3:16¹/₅.

BEAVER FALLS, PH., July 4.—Three thousand people witnessed today's races. The entries included all the good riders of the Beaver Valley. The one-mile Beaver County championship was a spirited contest, C. C. Augherbaugh finishing first in a magnificent spurt. J. H. Snell won the five-mile handicap. There were fifty-five starters in the Pittsburg-Beaver Falls handicap road race. B. G. Gobel won in 1:53:30, with J. H. O'Brien second, and James H. Aiken, third.

Reitzner Wins From Scratch.

BEAVER DAM, WIS., July 4.—The ten-mile road race this morning was won from scratch by John Reitzner, of Milwaukee, in 37:00; B. Dyke, of Milwaukee, was second, and A. L. Williams was third. The track races in the afternoon were won by H. E. Smith and A. Williams.

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PENNSYLVANIA DIVISION MEET.

Wheelmen Enjoy Themselves—Good Racing—Taxis Breaks the One-Mile State Record—Particulars of the Races.

WILKES BARRE, PA., July 3.—This beautiful city, which has justly been termed the Queen City of the Wyoming Valley, has been fairly owned by wheelmen during the past three days, it being the occasion of the twelfth annual meet of the Pennsylvania division of the L. A. W., and it is extremely doubtful if a larger or more congenial gathering of pedal pushers has ever been gotten together at one time within the borders of "Old Keystone."

The visitors came from every section of the state, and from other states in such large numbers that the various hotels were taxed to their utmost capacity. Many of the visitors, judging Wilkes Barre as an ordinary coal town, were at first amazed to find so many asphalted streets kept in good order, and, as they rode over the smooth surfaces, many were the exclamations of delight. All of the clubhouses of the town threw open their doors, and the large and handsome house of the West End Wheelmen, under whose auspices the meet was held, was the Mecca of all visitors. The merchants and owners of private dwellings vied with each other in decorating their properties, and this evidence of enterprise on the part of the citizens in the fact that they combined the wheelmen's meet with Independence Day in the point of decorations was prolific of much commendation from the cyclers. The programme arranged for the reception of visiting members was a long and pleasurable one, and commenced early yesterday morning. There were several ways of enjoying one's self. Some went for a ride to Glen Summit, Bear Lake, Searfoss and down the mountains, a most delightful ride, with many long and dangerous coasts. Others deserted their wheels, for the time being, and took a trip down the mines, and still others, afraid of the

Risk of Life and Limb

in the dark depths, contented themselves with inspecting the outside workings and going through the breakers. Many went to Pittston on the west side and rode the paths with impunity, despite the danger of being arrested by the authorities of that borough. A large number stayed right in town and made tours of inspection, not forgetting to admire the many pretty girls.

At 10 a. m. the state board of officers convened at the Valley House, with Vice-Consul McGown, of Pittsburg, in the chair. The meeting considered changes in the constitution and other business of minor importance, and then adjourned. In the afternoon the constitutional convention was held. The road question, among other matters, was thoroughly discussed and amended by the speakers. The evening was given over to a lantern parade which, although very successful, was not so well attended as it might have been.

Everybody was astir bright and early this morning, all prepared to take part in the closing day's programme. At 5 a. m. a run was taken to Glen Summit, and three hours later a large crowd rode to Ice Cave. The parade of all visiting clubs was formed at 10 a. m., and, headed by a band of music, the long line of cyclists, resplendent with their neat suits and various colored ribbons and club suits, rode through the principal streets of the city.

The annual race meet of the division was the next event to attract the attention of the cyclists, and by 2 o'clock all began to wend their way to the west side track on the other side of the Wyoming. The grand stand was entirely filled with men and women, and those who were not fortunate to find seats contented themselves with positions around the track. About four thousand persons were present. The programme included eight events, and all were of such a nature as to keep the excitement at fever heat. The track was very fast, and just prior to the last race the Philadelphia favorite,

Taxis, Distinguished Himself

by breaking the state record for the mile on a Sterling. This event was not scheduled, and his performance was a creditable one. The record he set out to beat was 2:19³/₅, and he succeeded in placing it several notches lower, riding the mile in 2:14³/₅, the time of the first half being 1:05. Taxis was paced by Miller, Titus, Grant, and Kennedy, and, had the "pickups" at the quarters been done with more celerity, he would undoubtedly have ridden much faster. John S. Johnson was scheduled to ride, but he failed to appear, sending a telegram to the effect that he and Callahan were unable to make train connections from Montreal. Their non-appearance did not detract from the interests of the races, however, and the audience took the disappointment lightly. The quarter-mile championship of the state was won by A. F. Banker, of Pittsburg, after a very exciting finish, with Diver, of Philadelphia, second. J. B. Corser, of Pottsville, carried off the half-mile championship after winning two of the three heats run. He was mounted on a Cleveland, and rode a great race.

Taxis and C. M. Murphy rode their first race together since the recent accident in the half-mile open. The Philadelphian was an easy winner, with Graves second, and Murphy third. Charles Measure, another Philadelphian, won the two-mile handicap, Class A, from a big field of starters. He took his time on the first mile, but in the final two laps he did some fine pedaling, and commenced to pass the "bunch," finally crossing the tape first. Dan Canary, the famous trick rider, was in attendance, as was also a brass band of thirty pieces.

The Summaries:

One-mile novice.—E. A. Gilmore, first; H. Newman, second; J. Smith third. Time, 2:33³/₅.

Quarter-mile state championship, first heat.—J. J. Diver, Philadelphia, first; A. L. Banker, Pittsburg, second; C. F. Williams, Erie, third. Time, :33³/₅.

Second heat.—G. H. Winans, Scranton, first; J. B. Corser, Pottsville, second; J. F. Ermentrout, Reading, third. Time, :44.

Final heat.—Banker, first; Diver, second; Williams, third. Time, :33³/₅.

Half-mile open, Class B.—W. W. Taxis, first; F. C. Graves, second; C. M. Murphy, third. Time, 1:10.

One-mile championship, Luzerne County.—G. D. Stroh, Pittston, first; W. G. Keller, Wilkes Barre, second. Time, 2:34.

Two-mile handicap, Class B.—E. C. Bald, 40 yards, first; Fred J. Titus, 60 yards second; A. D. Kennedy, 70 yards, third. Time, 5:20³/₅.

Half-mile state championship, first heat.—A. L. Banker, Pittsburg, first; J. J. Diver, Philadelphia, second; C. H. Measure, Philadelphia, third. Time, 1:10³/₅.

Second heat.—J. B. Corser, Pottsville, first; Gilmore, Scranton, second; H. W. Lewis, Swarthmore, third. Time, 1:11³/₅.

Final heat.—Corser, first; Williams, second; Banker, third. Time, 1:14³/₅.

One-mile open, Class B, time limit 2:30.—F. C. Graves, first; G. F. Taylor, second; E. C. Bald, third. Time, 2:27³/₅.

Two-mile handicap, Class A.—C. H. Measure, Philadelphia, 60 yards, first; C. W. Krick, Reading, 25 yards, second; J. B. Corser, Pottsville, 75 yards, third. Time, 5:01³/₅.

In the evening the Century Wheelmen's minstrel troupe of Philadelphia entertained the visitors with an excellent entertainment at the Grand Opera House.

SCRANTON'S GOOD RACES.

SCRANTON, PA., July 4.—After having enjoyed their twelfth annual state meet at Wilkes Barre on Monday and yesterday, the visiting members of the L. A. W. came over to Scranton this morning in a body as the guests of the local wheelmen. On their arrival in this city they were escorted to the different clubhouses, and a little later the parade formed. Headed by a band of music several hundred cyclists rode through the city and were enthusiastically received by the large throngs who lined the sidewalks.

After this event the visitors retired to their hotels, where they remained until about 2 o'clock, when they began to wend their way to the driving track outside of the city to attend the twelfth annual tournament of the Scranton Bicycle Club. The large grand stand and both bleachers were loaded down with their human freight, and, together with the crowds, that lined the track on both sides, must have brought the total attendance up to ten thousand. The club had arranged a programme of eleven events. Many of the crack riders of the country were present.

The track, which was very fast, was prolific of two record-breaking performances. The first was accomplished by George Taylor, of Waltham, Mass., in the one-mile handicap. He rode from scratch with five other competitors, Murphy and Titus among them, and negotiated the mile in 2:18³/₅, breaking the Pennsylvania competition record, which was 2:19³/₅. The other event was the breaking of the flying start state record by Fred Titus. He rode with the intention of creating a new record for the track, and when it was announced that he had ridden the mile in 1:11⁴/₅,

Smashing the State Record

and the one of 2:14³/₅ just made by Taxis at Wilkes Barre on Tuesday, the crowd went wild and there were loud calls for the young New Yorker. Fairly good time was also made in all of the other events, which proved very exciting and were well contested.

The first race of any importance was the one-mile open, Class B, in which all the cracks were entered; there were three heats, but the exciting one was the last. The riders came in almost abreast, with Titus first, Murphy second, and Taylor third. After the race Charley Murphy was disqualified, it being claimed that he had cut across in front of the other men. Taylor was given second prize and Helfert third.

The mile race to decide the championship of Pennsylvania was one of the features of the day's races. There were eleven starters. Krick, of Reading, started off in the lead and kept ahead until after the half-mile mark, when the others began to gain rapidly. Banker was well behind, but when about one hundred and fifty yards of the tape he fairly jumped on his pedals and drove his wheel with such force that he spurred away ahead and won first honors. It was a most exciting race and the plucky smoky city lad was loudly applauded.

Another race of very much importance was that for the championship of northeastern Pennsylvania. As an extra inducement the Union Cycle Co. offered a watch to the man making the best time at the half mile. George Winans, of Scranton, won the prize. Newman, of Scranton, won the championship, while two other local riders secured second and third positions. J. B. Corser, of the Pottsville Wheelmen, rode in fine form, winning two events on a Cleveland wheel, while Banker, who also rode a Cleveland, won a race, making three victories for the day. This evening the visitors are being entertained at a reception given by the Scranton club at the clubhouse.

The Summaries:

One-mile novice.—William Shiffer, first; Peter Weyandt, second; Julius Noll, Honesdale, third. Time, 2:34³/₅.

Half-mile open, Class A, first heat.—A. L. Banker, first; Charles Williams, second; J. J. Driver, third. Time, 1:11.

Second heat.—J. B. Corser, first; George Winans, second; Harry Lewis, third. Time, 1:12.

Final heat.—J. B. Corser, first; A. L. Banker, second; Charles Measure, third. Time, 1:14⁴/₅.

One-mile open, Class B.—F. J. Titus first; C. Murphy, second; George F. Taylor, third. Time, 2:22.

One-mile northeastern Pennsylvania championship, eleven starters.—H. G. Newman, first; E. A. Gilmore, second; R. A. Gregory, third; J. W. Gilchrist, fourth. Time, 2:35%.

One-mile Pennsylvania championship, eleven starters.—A. L. Banker, first; C. W. Krick, second; Charles H. Measure, third; J. F. Ermentrout, fourth. Time, 2:36%.

One-mile handicap, Class B.—H. R. Steenson, 75 yards, first; C. M. Murphy, 15 yards, second; F. J. Titus, Riverside Wheelmen, 10 yards, third; George F. Taylor, scratch, fourth. Time, 2:17%.

One-mile open, Class A, twelve starters.—J. B. Corser, first; A. L. Banker, second; C. W. Krick, third. Time, 2:32%.

Half-mile open, Class B, six starters.—G. F. Taylor, first; F. J. Titus, second; Charles Murphy, third; H. R. Steenson, fourth. Time, 2:32%.

Two-mile handicap, Class A.—W. G. Keller, first; H. W. Lewis, second; Charles Measure, third; C. F. Williams, fourth. Time, 5:07%.

RACING AT PHILADELPHIA.

PHILADELPHIA, PA., July 4.—The best race in the fourth annual meet of the Quaker City Wheelmen, held today on the Tioga track, was the one-mile handicap, which was won by Weir, of Wilmington, after a pretty finish with Church of the Quaker City. There were a number of accidents and several wheels smashed. John Granch, of the Golden Eagle Wheelmen, sustained painful, though not serious, flesh wounds, in collision with two other riders in the one-third-mile handicap. There was a fair attendance.

The Summaries:

One-mile novice, first heat.—A. W. Rich, first; C. F. King, second; C. W. Simpson, third. Time, 3:24%.

Second heat.—J. W. Hicks, first; J. Y. Daniels, second; Benjamin Peck, third. Time, 2:49.

Final heat.—A. W. Rich, first; C. F. King, second; J. Y. Daniels, third. Time, 3:22%.

Quarter-mile open, first heat.—R. P. Rich, first; John Granch, second; Charles Church, third. Time, :35.

Second heat.—G. B. Mershon, Jr., first; Frank Zook, second; Robert Weir, third. Time, :35%.

Final heat.—R. P. Rich, first; G. B. Mershon, Jr., second; John Granch, third. Time, :35%.

One-mile, 2:50 class, first heat.—F. H. Preston, first; J. W. Flenard, second; W. A. Wenzel, third. Time, 2:58%.

Second heat.—J. S. Fagen, first; Samuel Noar, second; B. E. Fox, third. Time, 3:31%.

Final heat.—F. H. Preston, first; J. S. Fagen, second; W. A. Wenzel, third. Time, 3:01. Declared no race.

One-mile Quaker City Wheelmen championship.—J. A. Mead, first; R. P. Rich, second. Time, 2:37%.

Third-mile handicap, first heat.—H. C. Penrose, 60 yards, first; J. E. Geilfus, 50 yards, second; P. K. Manning, 50 yards, third. Time, :45.

Second heat.—F. H. Preston, 50 yards, first; T. B. Buzzard, 50 yards, second; Frank Zook, 40 yards, third. Time, :43.

Final heat.—F. H. Preston, first; Frank Zook, second; Robert Weir, third. Time, :43.

One-mile open.—C. L. Lagen, first; Charles Church, second; F. B. Marriott, third. Time, 2:40.

One-mile handicap.—C. L. Lagen, 30 yards, first; Robt. Weir, 100 yards, second; Charles Church, 60 yards, third. Time, 2:22%.

One-mile team race.—Dead heat between the South End Wheelmen (F. B. Marriott, W. C. Henon, and W. A. Wenzel), and the Quaker City Wheelmen (R. P. Rich, J. A. Mead, and W. A. Pollock). In the run-off the South Ends won eight points against two for Quaker City. Time, 2:40%.

One-mile Quaker City Wheelmen's handicap.—Dr. W. B. Farles, 120 yards, first; F. M. Dampman, 40 yards, second; J. Leiper, 120 yards, third. Time, 2:33.

POOR RACING AT BALTIMORE.

BALTIMORE, July 4.—Today's races at the Cycle Park were not up to expectations, nor was the attendance as large as usual. The division of the classes prevented the coming together of some of the best riders, and this detracted somewhat from the sport. W. F. Sims, of Washington, had everything his own way in Class A, while W. H. Mullikin captured two prizes in Class B. Sims and Mullikin, of course, did not come together. There were some close finishes at the tape.

The Summaries:

One-mile novice.—T. Wells Cole, first; Joseph S. Knapp, second; Wm. E. Ferguson, third. Time, 2:35.

Half-mile open, Class A.—W. F. Sims, first; W. F. Hutchings, second; Robert H. Carr, Jr., third. Time, 1:11%.

Quarter-mile handicap, Class A.—P. H. Goodwin, 20 yards, first; W. E. Ferguson, 30 yards, second; J. L. Ives, 25 yards, third. Time, :33%.

One-mile open, class B.—W. H. Mullikin, first; M. F. Carter, second; C. E. Gause, third. Time, 2:37.

Quarter-mile open, Class B.—W. H. Mullikin, first; M. F. Carter, second; C. E. Gause, third. Time, :36.

One-mile open, Class A.—W. F. Sims, first; J. A. Ostendorf, second; J. M. White, third. Time, 2:25%.

One-mile handicap, Class B.—H. A. French, 70 yards, first; J. M. White, scratch, second; C. E. Gause, 20 yards, third. Time, 2:28%.

Washington Wheelmen's Races Off.

NEW YORK, July 4.—The races of the Washington Wheelmen of this city which were scheduled for today at Berkeley Oval were postponed indefinitely owing to threatening weather and no encouragement in the way of patronage. There were too many counter attractions and the postponement was certainly a wise move.

TEXAS DIVISION MEET.

Tackaberry and Waelder Divide Honors—Best Time Ever Made in Texas—A Very Successful Meet.

SAN ANTONIO, TEX., July 3.—The first day's races of the Texas division of the L. A. W., held in this city today, were the best conducted, in every sense of the word, of any meet ever held in the state. Everything possible was done to make the meet a success, and the San Antonio wheelmen deserve much credit. The track was in record-breaking shape, and the time made was in all cases inside previous Texas records and shows conclusively that, with fast tracks, the Texas racing men can hold their own with the best.

Solomon was still suffering from his Houston fall, but nevertheless rode in several events. Tackaberry, of Fort Worth, and Waelder, of San Antonio, divided honors today. Kingsbury's trick riding and Waelder's half-mile record in the half-open event were the features of today. The weather was very hot and the attendance small.

The Summaries:

One-mile novice.—Fuller, first; Roberts, second; Walters, third. Time, 2:44%. Quarter-mile, state championship.—Tackaberry, first; Hubbard, second; Hofheinz, third. Time, :34%.

Half-mile open, Class A.—Hubbard, first; Solomon, second; Waelder, third. Time, 1:13.

Half-mile, 1:30 class.—Waelder, first; Sawyer, second; Hale, third. Time, 1:21%.

One-mile open, Class A.—Tackaberry, first; Hubbard, second; Solomon, third. Time, 2:39%.

Half-mile handicap.—Waelder, scratch, first; Switch, scratch, second; Crothers, 50 yards, third. Time, 1:11%.

One-mile, 3-minute class.—Waelder, first; Gale, second; Smith, third. Time, 2:49.

Two-mile nandicap.—Hofheinz, first; Fuller, second; Sawyer, third. Time 5:02%. Roach won time prize in this race in 3:19.

Second Day.

SAN ANTONIO, TEX., July 4.—Nothing of particular importance transpired in the business meeting of the Texas division, L. A. W., this morning. Hope, of Sherman, the present chief consul, was again nominated for the office, as was John Trieller, of Dallas. Hope seems to be the favorite. The other officers were renominated unanimously. Constitution and by-laws were presented by Vice-Consul Von Koeneritz and adopted by the division.

Today's races were even more successful than yesterday's. Over five thousand people saw one of the prettiest list of events ever run in the south. The time, as will be shown by the summaries, was fast. The half and one-mile competition Texas records were broken, the latter by eleven and four-fifths seconds. The half-mile track was in record-breaking shape and a stiff south wind prevented still better time. The San Antonio track now holds every state record including a one-mile tandem record made by Solomon and Hubbard. Boren, the Dallas wonder, appeared today, but was not in form. Tonight the visiting wheelmen are being banqueted by the San Antonio wheelmen. Special praise is due the officers of the meet and the track officers. Everything was perfect.

About fifteen of the Texas fliers turned Class B in the last two races. In the one-mile Class B handicap Parker rode the race of his life, although suffering from his fall of yesterday. He defeated Roach, who made the mile record, by fifty yards. The time for the mile was slow, but the last quarter was ridden under 30 seconds. The prizes were largely diamonds and especially in the Class B event were valuable. The meet will give racing and the Texas trade a big boom.

The principal events resulted as follows:

One-mile state championship.—Tackaberry, first; Hubbard, second; Roach, third. Time, 2:34%.

One-mile handicap, Class A.—Roberts, 150 yards, first; Roach, scratch, second; Waelder, 25 yards, third. Time, 2:24. Roach won time prize in 2:25%, lowering the state record.

Half-mile state championship.—Tackaberry, first; Solomon, second; Hubbard, third. Time, 1:11%, state record.

One-mile handicap, Class B.—Parker, first; Roach, second; Hofheinz, third. Time, 2:47.

Five-mile handicap, Class B.—Hofheinz, first; Hale, second; Lawler, third. Time, 1:40.

AT WESTBORO, MASS.

WESTBORO, MASS., July 4.—The bicycle races on the half-mile track today, under the auspices of the Westboro Agricultural Society, attracted a large crowd.

The Summaries:

Half-mile, boys.—Clarence E. Gilmore, first; J. M. Luby, second. Time, 1:20.

One-mile novice.—W. A. Gray, first; W. H. Short, second; G. O. Stone, third. Time, 2:23%.

One-mile handicap.—W. H. Little, first; F. J. Gillman, second; C. E. Gilmore, third. Time, 2:30.

Two-mile team.—Lynn Cycle Club, first; Worcester Wheel Club, second; Westboro Wheel Club, third. Time, 5:10%.

One-mile open.—H. G. Beekman, first; G. A. Potter, second; C. P. Adams, third. Time, 2:54%.

Two-mile handicap.—J. H. Shialgian, first; W. A. Gray, second; H. G. Beekman, third. Time, 5:16.

Five-mile handicap.—W. H. Little, first; G. A. Guild, second; E. J. Loubris, third. Time, 13:22%.

ANDERSON AND BALLARD

Prove Themselves to be the Fastest Riders at the Illinois Division Meet at Quincy.

QUINCY, ILL., July 4.—The eleventh annual meet of the Illinois division was opened here this afternoon with a ten and a-half-mile road race. The prize list and entries were small, and little interest was taken in the event. Fred C. Gillam, of Edwardsville, Ill., with a handicap of 3:30 was an easy winner in 33:38.

A. D. Herman, Chicago, 1 minute, was second. Time, 32:21. William Turnbull, Danville, 3 minutes, was third. Time, 35:40; C. W. Sahland, Quincy, 2 minutes, fourth. Time, 35:03; C. W. Swanson, Elgin, scratch, fifth; also best time, 31:30.

Second Day.

QUINCY, ILL., July 4.—The second day of the Illinois division meet opened with a hill-climbing contest, which was won by C. D. Cutting, of Chicago, in :40%. J. H. Kingsbaker and J. P. Drysdale, of Peoria, were second and third respectively.

A fine day and a fair track made the races in the afternoon interesting. Chicago riders capturing nearly everything, but this did not make the races less interesting. W. J. Anderson, of the Illinois C. C., Chicago, was a surprise party, and easily won everything in Class A. He captured the quarter-mile championship easily, and in the mile championship, he beat out Cleaver handily. The two-mile handicap was a virtual gift to him, as he had the limit and was never headed.

In the Class B events E. W. Ballard, of Chicago, loomed up very prominently. In the mile handicap he rode a magnificent race from scratch, passing Todhunter, the limit man, ten yards from home. The time, 2:21, is the fastest of the meet.

Summaries:

One-mile novice.—J. J. Bezenek, Chicago, first; F. H. Wilms, Quincy, second; F. C. Gillam, Edwardsville, third. Time, 2:39.

Quarter-mile division championship.—W. J. Anderson, first; N. B. Taylor, second; A. W. Cleaver, third. Time, 3:41½.

One-mile open, Class B.—E. W. Ballard, first; W. C. Wicke, second; R. L. Leacock, third. Time, 2:43.

Half-mile open, Class A, final heat.—Wm. Vaughn, first; N. B. Taylor, second; G. E. Wilkinson, third. Time, 1:13½.

One-mile division championship.—W. J. Anderson, first; A. W. Cleaver, second; Wm. Vaughn, third. Time, 2:40.

One-mile Quincy championship.—N. B. Taylor, first; C. W. Sahland, second. Time, 3:10½.

One-mile handicap, Class B.—E. W. Ballard, scratch, first; T. S. Todhunter, 150 yards, second; A. J. Keacock, 100 yards, third; W. C. Wicke, 40 yards, fourth; Roy Keater, 50 yards, fifth. Time, 2:21.

Two-mile handicap, Class A.—W. J. Anderson, 250 yards, first; Wm. Turnbull, 175 yards, second; G. E. Wilkinson, 175 yards, third. Time, 5:06½.

AT PATERSON, N. J.

PATERSON, N. J., July 4.—The third annual race of the Tourist Cycle Club, of this city, were contested today on the three-quarter-mile Clifton race track. The track was in grand shape, as the fast time made shows. Fully five thousand persons were in attendance, and they were all out in holiday attire, lending a gay appearance to the surroundings. Excellent music was discoursed by the local band. In an exhibition mile E. L. Blauvelt succeeded in lowering the track record of 2:19 made by Zimmerman last year. Blauvelt's time was 2:14. He was paced nicely by Stevens, Gates, and Royce. The latter broke the recognized quarter-mile record of George C. Smith by riding the distance in :29¾. This, however, was not allowed as he started from a mark instead of from this tape. The prize list was an elaborate one, containing several optional orders. Coffin, of Newark, showed remarkably well and bids fair to be one of the leaders in Class A before the season ends.

One-mile County championship.—G. F. Royce, first; G. H. Beckwith, second; W. Hardifer, third. Time, 2:30½.

One-mile open.—E. L. Blauvelt, first; Geo. C. Smith, second; Geo. W. Coffin, third. Time, 2:15½.

Two-mile state championship, two starters only.—Geo. W. Coffin, first; E. L. Blauvelt, second. Time, 5:33.

Quarter-mile open.—G. F. Royce, first; George C. Smith, second; E. L. Blauvelt, third. Time, :29¾.

One-mile, 2:35 class.—George W. Coffin, first; G. F. Royce, second; F. A. Nagel, third. Time, 2:52.

One-and-a-half-mile handicap.—E. L. Blauvelt, scratch, first; F. E. Doup, 60 yards, second; W. S. Slaven, 165 yards, third; W. A. Nagel, fourth. Time, 3:26¾.

Two-mile handicap, special.—G. W. Coffin, first; G. E. Doup, second; F. J. Mac Mahon, third. Time, 4:56½.

EASY FOR MACDONALD.

NEW YORK, July 4.—The races held today at Asbury Park under the auspices of the Athletic Association were a success and were attended by fully five thousand persons. No remarkable time was made, but Clerk of the Course Perritt managed the affair so cleanly that they would have been enjoyable at any speed. There were no Class B events on the card and Raymond MacDonald walked away with everything that he cared for. Results follow:

Third-mile handicap.—Harry B. Martin, 30 yards, first; Chas. Foster, 50 yards, second; H. L. Bailly, 50 yards, third. Time, :43.

One-mile open.—Raymond MacDonald, first; John R. Parker, second; Geo. B. Walters, third. Time, 2:42½.

One-mile lap race.—Raymond MacDonald, first; Claude Leatherbury, Baltimore, second; Fred Brower, Freehold, third. Time, 2:47½.

Two-third mile open.—Raymond MacDonald, first; Harry B. Martin, second; Lion Cubberly, Long Branch, third. Time, 2:04½.

THE NATIONAL CIRCUIT.

Bliss the Hero of the Day at Waltham—Porter Breaks the Class A Record for One Mile.

BOSTON, MASS., July 4.—Despite that great black cloud which loomed over Waltham this afternoon and threatened to spit fire and water any minute on the 4,000 people in the seats of the Waltham Bicycle Park, every one of them stayed after the card of races had been run to see Arthur W. Bliss, the favorite of the town, break and make a new world's record. It was the great feature of the day, and his riding in the events, together with little Pinky Bliss' magnificent burst of speed in the Class B handicap, were the only brilliant points in an otherwise rather tame card of races. It was the opening of the national circuit. Bliss' wonderful pull away in the mile handicap of his class was as brilliant a one as was ever seen on any track, and for team work nothing could beat the one-mile open, Class A work, done by Porter, Haggerty, and Williams, of the local club. It gave the mile to Porter, and he deserved it. Githens rather disappointed his friends, and Lumsden surprised the people by finishing a close second to Bliss in the invitation. Porter at last succeeded in lowering his Class A mark of 2:06, made June 18 on the Waltham track. He has tried once or twice since then to lower it a notch or two, but was not successful till this afternoon. Considering that he had ridden three hard and fast miles less than an hour before his mile must be looked on as a very creditable performance. He certainly is as good as any man of his class in the country, and his friends think he leads it. His record would point to that conclusion, and his racing ability strengthens it. He was paced for two laps by Williams and D. Haggerty on a tandem, and for the last lap by Nat Butler, who made a very good pick-up, especially as this was his first experience in pacemaking in public. Porter's quarters were as follows: :30%, :58%, 1:30½, 2:03. This cuts his own record 3 seconds and Raymond MacDonald's Class A record 1 second.

The Races.

The first heat of the day was a final, an unusual thing, necessitated by the small showing of men for the novice class. The two trial heats were consolidated into the final. It was an uninteresting event except for the time—22:05½—fast for novices. The nine starters got away well together, and Ballou took the pole, with Upham second. The first lap was simply a procession. There was no change in this order till next to the last lap, Ballou holding his lead remarkably for a pacer, when Tinker joined the leaders. He tried to make a bid for place, but could not hold Ballou, who was still speeding in the front lap, but as they entered the stretch MacDonald spurted and won the race. He broke the novice record. Tinker was second, and Ballou third.

The first heat of the Class A, 2:40 mile, brought out seven starters, of which Snow was the favorite. It was of little interest, and was won by Tosi, with Snow second, and McLaughlin third. Brandis was the man who broke the spell of loafing and set the bunch going. Tosi made a great effort to catch him, and got out of his class by doing so. The second heat was a first-class regulation funeral march, with nine hearses. L. P. Callahan won the first place, Plantiff second, and Fuller third. The final was run in 3:02½, and was ordered run over. The run-over brought out five men. Snow paced the first lap, with McLaughlin second. Callahan was third. There was no change till almost at the finish, when Callahan jumped and nipped Snow at the tape. McLaughlin was third.

The two-thirds mile, Class B, was a rather pretty event, with but five riders. Bliss had the pole, with Lumsden, Githens, Murphy, and Donnell in the order named. Githens made pace round the turn, followed by Bliss, Lumsden, and Murphy, in single file, with Donnell on the outside. There was no change whatever as they went into the back. Githens still set pace, and did it well. They crossed the lap tape in that same old order, and as they went into the back Lumsden began to go up slowly on the outside. Bliss jumped for Githens, who was going well. Murphy passed Lumsden, and Donnell died on the turn. As they came into the stretch Githens gave up the job, and

Bliss Finished a Handy Third.

Murphy and Lumsden made a very close thing for second, but the judges gave second to Lumsden and third to Murphy. The Class B invitation mile was of passing interest. It brought out Bliss, Lumsden, Murphy, Donnell, and the latest aspirant for Class B honors, Dan Connolly, of the Eagle Club, of Boston. The first lap was another loaf, with Githens doing the pacing. Bliss, Lumsden and Murphy were trailing behind. Donnell and Connolly were riding together on the outside. At the bell Bliss held the pole and did a little pacing on the backstretch; Connolly thought he saw a chance to win out from the field and sprinted away from the bunch, attempting to distance them. Bliss caught him on the stretch. He brought Lumsden along with him and they flashed by Connolly just at the tape, giving him third. Bliss thus won the first national circuit mile of 1894.

The Class A open mile was by far the best race of the day. It was a Waltham event and was a beautiful example of club team work. Porter, Haggerty and Williams, of the Waltham club, worked together to the queen's taste. Williams started out to make pace for Porter, who led the bunch a lap, with Snow bringing up the rear with Butler in front of him. At the lap, Haggerty had jumped to the pole and set pace with Porter behind him and Williams helping Porter along; on the back Porter made his bed, seconded by club mates Williams and Haggerty. Butler had tried

to get through the bunch, as had Snow, but were shut out by the Waltham boys. Porter won, with Haggerty second, and Williams third.

The first heat of the Class A handicap mile

Brought Out Fifteen Men.

It was lifeless; Porter started from scratch in the second heat and evidently started for the mile-competition record. He won the heat, paced from start to finish by Nat Butler. The handicapping was excellent, bringing Porter over the tape in the excellent time of 2:13 $\frac{1}{2}$. This is not record by more than 4 seconds. But Porter made a hit as he always does, and he got a fine reception. The final of the Class A handicap promised great things for Porter starting from scratch. But he lost his pedal disregarding the "keep-off-the-grass" sign. He could not keep up the going and dropped out. Emerson won, Brandie second and Tosi third. In the Class B handicap mile Bliss started from scratch. It was his race and no one had eyes for anything but Bliss from tape to tape. He kept with his pacers Githens, Lumsden, and Murphy till the back of the last lap, then he began to develop one of the most magnificent bursts of speed ever seen on any track. He left his pacemakers, and set out to catch the bunch of limit men riding at least one hundred feet ahead of him. He caught and passed them as if they had been standing still. He swept round the curve and just within ten yards of the tape passed his last man and flashed in a winner; Lemke was second, and Murphy third.

The Summaries:

One-mile novice, final heat.—R. H. MacDonald, first; G. M. Tinker, second; W. J. Ballou, third. Time, 2:25 $\frac{1}{2}$.
One-mile 2:40 class, final heat.—Callahan, first; Snow, second; McLaughlin, third. Time, 2:45 $\frac{1}{2}$.
Two-thirds mile, Class B, final heat.—J. P. Bliss, first; A. E. Lumsden, second; W. F. Murphy, third. Time, 1:32 $\frac{3}{4}$.
One-mile invitation, Class B.—J. P. Bliss, first; A. E. Lumsden, second; D. Connolly, third. Time, 2:27.
One-mile open, Class A, final heat.—A. W. Porter, first; F. M. Haggerty, second; C. G. Williams, third. Time, 2:26 $\frac{3}{4}$.
One-mile handicap, Class A, final heat.—Emerson first; Brandis, second; Tosi, third. Time, 2:13 $\frac{1}{2}$.
One-mile handicap, Class B, final heat.—J. P. Bliss, scratch, first; Gus Lemke, Roslindale, 175 yards, second; W. F. Murphy, New York, 20 yards, third; H. H. Githens, 40 yards, fourth. Time, 2:13 $\frac{1}{2}$.

NEW HAMPSHIRE DIVISION MEET.

MANCHESTER, N. H., July 4.—The twelfth annual meet of the New Hampshire division was held at Varick Park in this city today. The races proved very interesting throughout. The principal events were the one-mile state championship, which was won by H. E. Caldwell, of this city displacing A. W. Hall, of Concordia, and the half-mile state championship, which was won by Eugene W. Sargeant, also of this city. The mile open also attracted much interest, and was won by Caldwell. In this race he made the fastest mile of the day, 2:27, defeating such men as Robson, of Salem, and Wettergreen, of Malden. There were fully six thousand people in attendance when the first event was called. The track was in excellent condition and some very good time was made.

The Summaries:

One-mile novice, eleven starters.—Henry Berwin, first; J. W. Manning, second; A. F. Williams, third. Time, 2:37 $\frac{1}{2}$.
Half-mile state championship.—E. W. Sargeant, first; H. A. Caldwell, second. Time, 1:26 $\frac{1}{2}$.
Half-mile open, final heat, eight starters.—Hugh Robson, first; James Clark, second; H. J. Mattison, third; W. M. Pettigrew, fourth. Time, 1:14 $\frac{1}{2}$.
One-mile tandem, two starters.—H. E. Caldwell, and H. J. Mattison, first; Harry Hall, and F. L. Johnson, second. Time, 2:52 $\frac{1}{2}$.
One-mile state championship, four starters.—H. E. Caldwell, first; E. A. Sargeant, second. Time, 2:30 $\frac{1}{2}$.
One-mile open, ten starters.—H. A. Caldwell, first; James Clark, second; J. C. Wettergreen, third; Hugh Robson, fourth. Time, 2:27.
One-mile handicap, final heat, eight starters.—F. H. Allen, first; J. W. Manning, second; W. M. Pettigrew, third; A. F. Williams, fourth. Time, 2:42.

AT SOUTH FRAMINGHAM, MASS.

SOUTH FRAMINGHAM, MASS., July 4.—The bicycle carnival and race meet of the Framingham Cycling Club today was a marked success. In the morning at 9 o'clock a parade was made through the principal streets. The races were held at Wayside Park, and were attended by nearly five thousand persons.

The Summaries:

One-mile novice.—Ed Whitney, first; George Loucette, second; Paul E. Lincoln, third. Time, 2:49 $\frac{1}{2}$.
One-mile open.—W. S. Reynolds, first; A. F. Wisner, second; Wm. N. Fogwell, third. Time, 3:00.
One-mile, 3:00 class.—F. E. Yeager, first; F. E. Hatch, second; J. Styffe, third. Time, 2:41.
One-mile handicap.—A. F. Wisner, first; C. E. Jonquist, second; George L. Doucette, third. Time, 2:39.
One-mile, boys.—Thomas I. Butler, first; K. A. Crowley, second; W. P. Bates, third. Time, 5:53 $\frac{1}{2}$.
Two-mile handicap.—A. F. Wisner, first; W. S. Reynolds, second; F. E. Wing, third. Time, 5:13.
One-mile, team.—Framingham Cycle Club, 19 points, first; Unions, 6 points, second. Time, 2:46 $\frac{1}{2}$.
A. J. Wisner, of Natick, won the special prize of a \$50 diamond stud for making the fastest mile during the day in 2:29.

K. C. W. ANNUAL MEET.

The Big Brooklyn Club Holds a Successful Tournament—Titus Rides in 2:05—MacDonald Does 2:08—Story of the Races.

NEW YORK, July 2.—The thirteenth annual race meet of the Kings County Wheelmen was held Saturday on the half-mile trotting track of the Parkway Driving Club. It was a complete success from every standpoint, notwithstanding the stabbing in the back that a writer in one of the local dailies gave the club on general principles yesterday morning. It was a genuine "sore" article and served to recall to mind the snubbing the author of the story received at the meet the day before.

In announcing the various results to the spectators, Fred Burns remained in the judges' stand and spoke through a metaphone, measuring over seven feet in length and shaped like a funnel. These machines will carry an ordinary tone a full quarter of a mile, and with a slight increase in the loudness of the voice can be used to converse through by parties one mile apart. The metaphone is made of papier-mache, and saves a great amount of work for an announcer. They will probably be universally used at future meets.

Fred Titus was the star attraction of the meet and rode a mile against the state mile record of 2:04 and held by Sanger. He was paced by E. F. Miller, A. D. Kennedy, O. S. Brandt and W. J. Helfert, and covered the distance in 2:05. His first quarter was :29 $\frac{1}{2}$ and his half exactly 1:00. Poor pacing the remainder of the trip spoiled his chances, in addition to which he rode a wheel which did not belong to him. Had it not been for a strong wind blowing up the backstretch from the ocean, but a short distance away, he would surely have finished inside the record.

Raymond MacDonald also took a whack at the mile record for the state, but was forced to content himself with 2:08. MacDonald's pacers were Geo. C. Smith, F. E. Doup and E. L. Blauvelt, the latter taking him the entire last half. His fractional times were, :30, 1:02, 1:35, 2:08.

The Class A races were interesting and closely contested as a rule, but there seems to be more real blood between the Class B men, or as one evening paper called them in its report, "semi-professionals."

Just as the first event was being run, the hastily constructed press stand broke down and THE BEARINGS' man who occupied chair No. 13 blamed it onto the chair. No one was hurt.

W. F. Murphy will do to play before long; he showed well Saturday, and no matter how hot the pace, was always in the bunch.

George C. Smith is rounding into his old-time form. His great trouble seems to be waiting for someone else to jump. Then he sets out and rides as fast as any one but no faster, and can not catch men who start the spurt. Smith rode a twenty-five-pound machine Saturday. He has changed his mount weekly since the season began and as yet is not settled as to which he likes best.

Referee Raymond came down on the track just before the two-mile Class B event and said that any man making all the pace and then failing to get a place would be given first prize. He rendered this decision on account of the loafing which had been indulged in, in previous races.

In the one-mile Class B event, as the men were on the scratch awaiting the word, some one called out to "Billy" Murphy why he was a Class B man, and without a change of expression he drew his finger through the S on his shirt, twice making a \$ out of it. Hereafter he will be known as Billy \$ Murphy.

Summaries Follow:

One-mile novice, final heat.—Thomas Gate, first; George Gates, second; S. T. Thompson, third. Time, 2:34 $\frac{1}{2}$; won by half a length, one length between second and third.

One-mile handicap Class B.—E. F. Miller, 110 yards, first; A. D. Kennedy, Jr. 60 yards, second; F. C. Graves, third. Time, 2:11 $\frac{1}{2}$. Won by half a length; same distance between second and third. Titus and Bald, the scratch men, seeing that they had no chance to win, stopped racing after riding three-quarters of a mile.

One-mile open, Class A. First heat. J. W. Davidson, first; Charles Brown, second; George C. Smith, third. Time, 2:29 $\frac{1}{2}$.

Second heat.—E. L. Blauvelt, first; F. H. Allen, second; F. E. Doup, third. Time, 2:40 $\frac{1}{2}$.

Third heat.—Frederick Nagle, first; A. Kluge, second; W. A. Barbeau, third. Time, 2:58 $\frac{1}{2}$.

Fourth heat.—M. Scott, first; G. D. Smith, second; G. P. Kuhlke, third. Time, 3:16 $\frac{1}{2}$. The referee placed a time limit of 2:40 on the final heat. The riders made two attempts to ride inside the limit, but failed, and Mr. Raymond declared it no race.

Two-mile handicap, Class B.—H. H. Maddox, 150 yards, first; Charles M. Murphy, 20 yards, second; E. C. Bald, scratch, third. Time, 4:44. Won by three lengths; half a length between second and third. In this race Titus, from scratch, rode the first mile in 2:16 and the two miles in 4:48 $\frac{1}{2}$. Bald's total time was 4:48.

Two-mile handicap, Class A, first heat.—F. D. White, 160 yards, first; E. A. Boffinger, 190 yards, second; L. G. Hoppe, 140 yards, third. Time, 4:45 $\frac{1}{2}$.

Second heat.—F. E. Doup, 150 yards, first; A. H. Barnett, 60 yards, second; E. L. Blauvelt, 50 yards, third. Time, 4:42 $\frac{3}{4}$.

Final heat.—G. B. Smith, 160 yards, first; W. A. Barbeau, 140 yards, second; L. G. Hoppe, 140 yards, third; Thomas Gate, 180 yards, fourth; E. P. Kuhlke, fifth. Time, 4:44. Won by a length, two lengths between second and third.

Three-mile team race, Class A.—Riverside Wheelmen (F. Nagle, F. F. Goodman and C. R. Granger), 42 points, first; the South Brooklyn Wheelmen (E. J. Elder, E. A. Willis, and A. Kluge), 14 points, second; the Greenwich Wheelmen (C. S. Henshaw, and J. Whelpley), 3 points, third, and Brooklyn Ramblers (Thomas Gate, W. D. Fowler, and C. McManus), 2 points, fourth.

One-mile open, Class B.—E. C. Bald, first; C. M. Murphy, second; George F. Taylor, third; A. W. Warren, fourth. Time, 2:16 $\frac{1}{2}$. Won by half a length; one length between second and third.

No claims for it other
than its

POPULARITY.

COME OFF.

Our columns tell which
wheel wins.

'Tis

THE SYRACUSE.

You may not do it gracefully, but in time when you note the speed contained in the make-up of THE SYRACUSE, which is built for use and VICTORY, you will readily COME OFF your inferior wheel to glide through life happily on

THE SYRACUSE

Glide on, Oh Conqueror

and demonstrate thy ability and usefulness, for, in the language of "DE BOWERY TOUGH," "you are in it to stay." Ride one of those best SYRACUSE wheels and win prizes like your brethren.

Open your eyes when
you catch the glitter
of those

CRIMSON RIMS.

Western Agents,
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SYRACUSE CYCLE CO.,
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World's Records

shattered right and
left by

THE SYRACUSE.

NEAR TO NATURE'S HEART.

Buffalo Cyclists Have a Veritable Garden of Eden in Grand Island—Some Beautiful Scenery.

BUFFALO, N. Y., June 7.—Comparatively few cyclists are acquainted with the beauties of a bicycle tour around Grand Island, "the" summer resort of Buffalo's populace. This island lies in the middle of Niagara River, about midway between the Falls and Lake Erie. It is about eighteen miles long and ranges in width from three to four miles. The isle is covered with some of the finest fruit farms in this section of the country,



The country smithy.

and the roads, which bisect the interior in every direction, are as fine as many macadamized parkways. Along the shore of Grand Island are located scores of summer resorts and pleasure grounds, and in the more exclusive portions of the island are located the magnificent summer villas of some of Buffalo's magnates, as well as the clubhouses of the "400" clubs of the city. A cyclist who is a student of human nature can learn how the most lowly and humble spends his Sunday, and can also see how the different sections of society, to the most exclusive set, obtain a day's enjoyment.

To reach the island a wheelman can follow any of the parkways and avenues leading toward the river, and then following the Niagara road to a small ferry landing about two miles beyond the city line. This ferry will land the cyclist at the dock of the Bidell House, "the" haunt of Buffalo wheelmen. The caravansary is a handsome, two-story structure, finished



Near Falconwood.

in colonial style, with a tower at one corner, from which the entire river from the lake can be seen. There to the right, looking toward the city, crosses the international bridge from the city to Victoria, a sleepy little village on Canadian soil. To the left is Black Rock Harbor, the haven of the multitude of small steam yachts, and listen! there is the whistle of yonder steamer and tow signaling the bridgetender to swing the draw to permit the fleet to pass through the bridge and onward in its journey up the great lakes. From this tower is presented a charming view to the enthusiastic eye. Directly in front of the hotel are elegantly laid-out lawns with tennis courts,

Shady Walks for "Spoon" Lovers.

and swings and hammocks in profusion. A little to the left, casting the eye down the river, is the band-stand, built right on the shore, and a little, farther down is the aquatic roller coaster and the fishing dock of the establishment. But enough—we have still much to see, and can not tarry long, however much the beauty of the scene may charm us.

We will now cut right across the island to the west side, or West River as it is called. Soon we cross a little creek running through the isle, and beyond is located a village smithy's shop. In passing through the leafy lanes, bordered on either side by well-tilled farms and pastures, the



Some of the amusements.

freshness and the quietude of the scenery fills one's soul to overflowing with the beauties of nature. Ah, there is the West River! See the Corona and the Pilgrim, both black with passengers eager for a breath of fresh air, racing down the river. Turning to the right, we will now follow the shore and soon pass the magnificent summer villa of the Oakfield Club, and see! there is the Loreli, the club steamer, just making her dock. A little farther on we come to the Falconwood Company's house, and there is the Falcon just steaming off with a party of select friends of the club aboard for a fishing excursion off the foot of the island. Here we come to a willow-shaded



Weary Raggles happy.

lane, and behind the row of willows is one of the prettiest and cosiest summer cottages on the isle. 'Tis small, it is true; but the beauty of the surroundings, the well-kept lawn, and the air of cosy comfort gives it an enchanting appearance and there! do you see that old-fashioned dock, that athletic looking youth fixing his boat, and those youngsters in the skow, off on a frogging trip. But come we must be off again.

Here we mount a slight eminence and, just look at that view! 'Way over there, on the Canadian shore, is a sleepy little place called Black Creek, on the shore of a sluggish little stream bearing that name, and a little farther down along those willows is Willow Bay, the country home of one of Buffalo's wealthiest men. As we wheel along, we gradually leave the exclusive portion of the island and come to livelier sections. There, do you see that dock? That is

Sheenwater, the First of the Public Resorts.

Here are heard the well-known voices of the Coney Island fakers; the rush and roar of the roller coaster; the "ping" of the target rifle; and the thump of a baseball, square on the head of the "artful dodger," at whom one can have a shy at the rate of three throws for 5 cents. This resort is crowded with the working-classes. The petite shop girls, costumed in flaming gowns are there in force, with one eye open for a possible conquest. We are now in the midst of a round of jovial revelry, and "Weary Raggles," testing the contents of a bottle of "Aqua Pura," is a common sight. Soon we reach Eagle Park, a similar resort, and then we come to the foot of the island, from which we can see the mist rising from the Falls, and can also see the beginning of the rapids above the Falls. Returning to the head of the island, on the east side, we pass by Englewood, Staleys, and Sour Spring Grove, all being of the same caliber. From here on we again reach the exclusive section of the isle, and beautiful lawns and stately villas are seen in abundance. We end our trip at the Bidell House, and embark for the mainland after having spent an enjoyable day, having seen many sights, and having gazed upon some of the freshest scenes of Dame Nature.

NEW YORK GOSSIP.

NEW YORK, July 1.—Ted Goodman, the intercollegiate champion, will make one of the strongest bids of any Class A man for the pure championship this year. All that Ted has to do is to keep his head down to normal size, and not forget that "a swelled head spoileth a grand victory." The man whom Goodman has most to fear is Raymond MacDonald, who rides like the wind, and certainly has a brilliant future before him on the racing path.

The following fact will serve as an illustration of how obsolete the old high wheels have become. A little boy, about ten years of age, was overheard to cry out in astonishment at the sight of a full-nickel machine of uncertain vintage, "Oh, mamma, there goes a new kind of bicycle!"

The Daily Newspaper in New York City

that is creating more favorable comment from wheelmen for the cycling department it is maintaining is the New York Times. This paper has proven its enterprise on several occasions to the wheelmen, who are showing their appreciation by standing up for the Times. Ask any unprejudiced cyclist

in this locality what daily newspaper leads in cycling news, and it's thirty-three to one he will reply, "The Times." The latest move of this paper is to offer a magnificent gold medal to the K. C. W., to be raced for as first prize in the novice race.

That Old Quarrel Between the A. A. U. and the L. A. W.

has again been raked up, and is causing its regular quarterly discussion once more. The ones who prefer to see these two organizations foes rather than friends are of the opinion that a fight will be made over the classes for racing cyclists introduced into the L. A. W. The recent action of the League in deciding that a man that was really an amateur should be branded Class A, and the ones who made their living out of the sport, or in any way realized cash from the sport were placed in Class B has aroused considerable comment, inasmuch as all other athletic organizations in the world look upon the latter class as open professionals. The clubs in the A. A. U. are regularly accustomed to hold cycle races at their outdoor meetings and, although no formal action was taken, it was decided by the clubs, that in the future their events would be limited to amateurs only, and so the Class B men are shut out. Some of the discordant element are demanding that the A. A. U.-L. A. W. alliance be broken, but those most interested say these individuals have no influence with either the A. A. U., or the L. A. W., in which case they bear no weight and will be ignored. The League does not allow its classes to mix at race meets on the national circuit. An A. A. U. representative says: "Surely you do not suppose that we are going to throw open our championships to Class B men when even the L. A. W. keeps them separated from the good ones. Now we don't propose to allow any professionals to race at American amateur championships, if we can help it. They never have yet, and I don't think that the chances for so doing are very bright in the future.

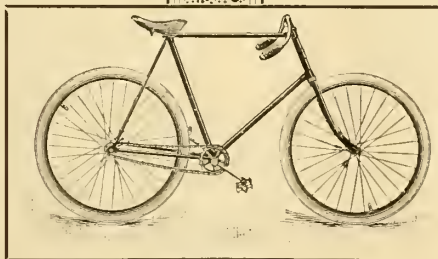
If the L. A. W. should break the alliance, the cyclists who compete in athletic clubs races will have the pleasure of knowing that they compete under amateur rules with amateurs, and in strict accordance with the spirit supposed to govern amateur sport. "The A. A. U. has only one object in view, and that is to promote pure amateur sport by encouragement and good government," says an advocate of the Union; "the League of American Wheelmen is not so distinctly an organization of that class, for there is the flavor of business and hard cash in many of its transactions." The A. A. U. officers assert that they will settle the question without delay, and it is regarded as almost a certainty that the semi-professional cyclists will be formally barred out.

O. B. Jackson, manager of the Pope company's Chicago branch, left last Monday for a month's vacation.

The TRIBUNE.

CAN YOU SELL BICYCLES?

CUT THIS OUT.



Fill in the blank and mail it to us and we will send you a copy of our catalogue; also illustrated description of the new Cycloidal Sprocket, and quote the best discounts we could allow you as an agent.

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Give names of two responsible parties as reference:

THE BLACK MFG. CO., - - Erie, Pa.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JULY 6, 1894.

No. 18.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.



THE GLORIOUS FOURTH.

From the Pacific Ocean to the Atlantic coast, from the Canadian line to the Gulf of Mexico, every American who makes any pretensions to speed tried his mettle last Wednesday. There were race meets without number and the great American public took a day off to attend. In the east the fight between the "hired pedal pushers" attracted considerable attention and people went to see these races merely out of curiosity. They had read the papers and heard so much about these men that they were curious to see them. That is, the majority of people who have never been to more than one race went. But those who wanted to see good racing slipped away to places where only Class A races were run. They knew that they would see honest racing there and that was what they wanted. They had no desire to pay out their good money to see men indulge in "team work" to win races so that their employers could advertise that his wheel had won so many races, defeating So-and-So, the champion, who rode a different make of wheel.

Those who attended these Class A events saw the Fowler in all its glory.

Pure amateurs know a good wheel and they always pin their faith to the Fowler. Did you notice how many races were won on the Bantam?

"THE WHEEL AND NOT THE MAN."

Right you are. Sylvester Courtney, of Wilmington, Del., only a few short days ago, mounted on a Fowler Bantam (weight twenty-two and a-half pounds), against unjust and prejudiced handicapping, made some splendid wins. The handicappers, dealers in bicycles ("as good as the Fowler") took our cue that Courtney was a speedy lad and mounted him on a light racing wheel, hoping to "get even on their miscalculations." Well, they reckoned wrong, and again the rooster didn't crow, as Hanley and Wier on Fowlers easily won all three events, getting three firsts and one second.

Verily it is "the wheel and not the man."

WORDS OF ADVICE.

A knowledge of failure in the past should be a safeguard in the future. Now is the time for the shrewd manufacturer to put on his "thinking cap," and to watch like a sentinel the first symptoms of the failing demand, with his mind firmly made up to a distinct course, not blindly following others, but carrying out a policy adapted to the necessities of the future. Agents to make their business remunerative must use commercial methods adapted to their peculiar circumstances, they must keep proper books of account to ascertain for their own information whether they are really working at a profit; they must remember that old stock won't meet manufacturers' bills, nor pay rent, rates, and taxes. Judicious advertising is one of the secrets of success, and the great business concerns of today have made their reputations in this way. When business is slack then advertise; that is the time orders are wanted, that is the time the fillip is required.

—Cycle Trade Journal.

THE FOWLER A ROAD WHEEL.

Of late we have talked of little else than racing, and the columns of FOWLER TRUTH have been filled with news of the Fowler's successes this season. But we would fain drop racing for a few brief moments to talk a little about the Western Whirlwind as a road wheel. Did

you ever see a wheel that has stood more hard knocks on the road than the Fowler? If you go on many club runs you will notice that Fowler riders do not have to stop and fix up their machines on the road, delaying their companions and spoiling the run. No; the Fowler is always in the van and its riders are always the first ones back to the clubhouse, where they sit around and talk of the fun had on the run, while their more luckless companions are about fifteen miles from nowhere trying to patch up wheels that have broken down. We tell you, it pays to ride a good wheel.

The Fowler is the King Bee of the famous Elgin-Aurora course. Last fall W. Montross, who weighs 225 pounds, and rides a twenty-eight pound Fowler, and A. G. Moore, on the same kind of a wheel, rode a double century over the historic course in 25 hours, something that had never been accomplished before. The first century was made in 10 hours at night, and the 200 miles would have been made under 20 hours had not Moore's knee given out. Not even a bolt on either machine was touched, and the wheels came through without a scratch.

If any more proof of the sterling qualities of the Fowler is needed we would refer doubters to Mr. Hanson, of St. Paul, who won the Morgan & Wright prize for the greatest mileage on a Fowler.

FAMILIAR FACES.





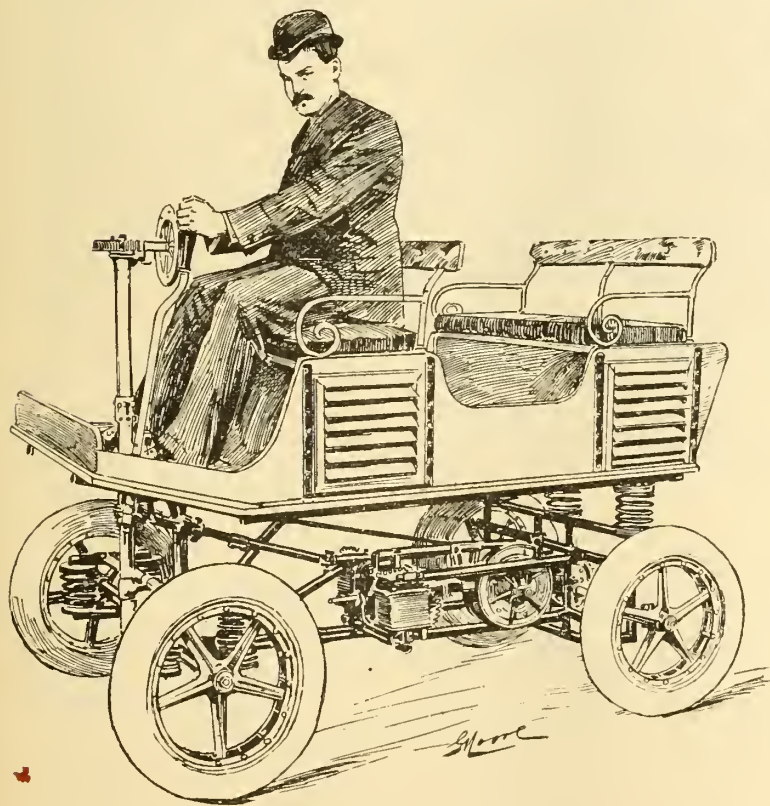
The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

PNEUMATIC-TIRED BUGGIES.

They are Gradually Coming to the Front—Even England Is Experimenting With Them—An Electrical Carriage.

America first set the pace with pneumatic-tired buggies and now these kind of vehicles are common in most of the larger cities in this country. Time was when every one would turn and stare at one, but now the people take it as a matter of course, and a pneumatic-tired wagon does not attract much more attention than one of the solid-tired sort. Electric carriages are also old, but English makers do not seem to think so. In the last issue of *Cycling*, of England, an electrical carriage, just invented, is written up as follows:

"It can be safely prophesied that such a combination as is represented in the structure which we depict is to form the means of locomotion within



English electrical carriage.

a comparatively short space of time. Horses will join the ranks of the unemployed to an enormous extent, and the possibilities of traveling be unlimited. The application of electricity to vehicles is, of course, no novelty, though so far it has not been particularly successful, but there is now to be added to the many improvements constantly introduced, the pneumatic tire, and the Raglan carriage we believe to be the first instance of this being done. The inventors are Messrs. Garrard & Blumfield, the former being the inventive genius of the old Abingdon Works Co., of Birmingham, and who has been studying for years past the subject of the present invention, and with whom in that period we have had several conversations upon the matter. Our careful illustration is an exact reproduction, and there is therefore no necessity for us to point out what is obvious. The cells, which weigh five hundred pounds, are stored under the seats, and sufficient power can be carried to propel the machine upward of eighty miles at the rate of eighteen miles an hour over average roads, and with four people aboard any intermediate speed being attainable. The "striker" at the driver's left hand sets the motor at work, the lever in front of

the driver applies the power to the car by a carefully graduated and ingenious friction gear; this is practically the very essence of the construction, and according to Mr. Blumfield, a tremendous improvement over any means yet introduced for the purpose. The car is steered by means of the small wheel on the front lever, and there is unlimited brake power at the driver's foot. The tires are built to the design of the inventors by the Leyland Company. They are twenty-four inches in diameter by four in width. The total weight, including cells, is 1,000 pounds and we moved it by hand with the greatest ease. The complete vehicle is built at the works of Messrs. Taylor, Cooper & Bednell, the frame being of cycle material throughout, including ball bearings everywhere. The body is of ordinary wood, and a credit to the firm's head carpenter."

E. C. Stearns & Co., of Syracuse, N. Y., have also taken a hand at the game and recently sent a buggy to H. B. Shattuck & Son, of Lowell, Mass., their New England agents, which differs somewhat from the usual style. The wheels are considerably larger, while the wagon is finished in the best



F. C. Stearns & Co.'s buggy.

style known to H. A. Moyer, the famous wagon builder, of Syracuse. The vehicle is handsomely painted in orange (Stearns' colors) and is lettered in gold on the sides, back, and back of seat. It is upholstered in leather of a color to match the painting on the buggy. New York tires are used.

Trade Changes.

DETROIT, MICH.—Andrew Rudolph, bicycles, reported to have discharged a chattel mortgage for \$700.

SIoux CITY, IOWA.—Montford & Ellis, sporting goods, reported to have given a bill of sale for \$2,300.

NEW BRITAIN, CONN.—H. B. Arnold, leased bicycle manufactory and repair shop to Clinton W. Cowles, of Plainville.

SPRINGFIELD, MASS.—The Plauer Wire Mill reported sold to Hermann Baumann and Jacob Mueller, of New York, for \$75,000.

ROCKTON, ILL.—O. T. Bartholomew, hardware, sold out to Phelps & Waite, who may take up bicycles.

BIRMINGHAM, CONN.—The Wilcox & Howe Co. have commenced manufacture of steel forging for bicycles.

CHICAGO, ILL.—Bailey Manufacturing Co., 207 South Canal st., putting on the market improved automatic brake for bicycles.

HELPER, KAN.—T. A. Morrison, opened new hardware store, and wants bicycle agency.

LAMONT, MO.—Brumley & Painter, hardware, succeeded by S. Brumley, who will add bicycles.

OTTUMWA, IOWA.—James Kennedy, new hardware store opened, invites correspondence concerning bicycle agency.

WORCESTER, MASS.—J. E. Wakefield, putting on the market improved cycle wrench.

CHICAGO, ILL.—National Cycle Exhibition Co., incorporated, capital stock \$30,000.

PORTIS, KAN.—The D. F. Bartlett Hardware Co., succeeded by A. H. Bartlett, who may be addressed concerning bicycle agency.

LOS ANGELES, CAL.—K. Woods & Sons, hardware, bicycles, etc., reported sold out.

BALTIMORE, MD.—Rogge & Koch, importers of toys, bicycles, etc., Christian Rogge deceased.

WAYNESBURG, PA.—Munnell & Hunnell, hardware and bicycles, execution for \$5,000, reported as having been recorded.

GAINESVILLE, TEX.—Leeper & Graves, hardware, succeeded by C. C. Graves, who may be addressed concerning bicycle agency.

Clevelands in France.

TOLEDO, OHIO, June 27.—Manager Moore, of the Lozier Mfg. Co., is now doing Europe for business and pleasure. He has just sent home an order for eighty bicycles to be shipped at once to Paris, where they have been sold in advance. The company are running full-handed and full time and are doing a rushing business.

Wilhelm's New Factory.

The business of W. H. Wilhelm & Co., of Reading, Pa., having increased beyond the capacity of their present factory, they have been compelled to look elsewhere for larger and more suitable quarters, and have secured a site at Hamburg, Pa., a live town about eighteen miles north of this city, where they will build new and larger works. They have already begun work on the buildings and expect by October 15 to have everything in working order. They expect to start work in their new place with about two hundred and fifty men.

TRADE OPENINGS IN JAPAN.

When I visited Japan, not a great while since, it came to me rather as a surprise, to find that the Japs have not only taken to using cycles, but to making them as well, yet nothing could be more in keeping with the enterprise and progressiveness, which these interesting people have of late shown in other directions, says a writer in the *Cycle Trade Journal*. It is true, the Japanese cycle-making industry is as yet in a very primitive state, and carried on in a very small way; but the fact that the Japs have started the manufacture of cycles at all, is one which has to be reckoned with by those who would do business with Japan. The small factory which I personally inspected is situated on the outskirts of Yokohama. Here the Japanese workmen, perhaps eight or ten in number, were busily engaged in turning out or putting into shape the chains, chain wheels, frames, and solid tires for their machines, and seemed clearly to have mastered the first rudiments of their craft. Fortunately the duty on imported cycles and cycle material is not high, being 5 per cent, *ad valorem*, "on their original value." But there are two difficulties which the British makers have to contend with in doing a

Remunerative Business With Japan.

The one is that wages are low, and the Japanese, therefore, besides having little ready cash to spend, are able to turn out such machines as they make at a low figure. The other is that there is no international patent law with Japan, and thus the Japanese manufacturer can make free use of inventions, on which his British rival has to pay a royalty. Whether this latter state of things is likely to be changed in the near future would seem to be doubtful, as the Japs have themselves a grievance against us in the shape of the "extraterritoriality" question. But there is one way in which, if practicable, the difficulty of the patent laws, as well as the difficulty of low wages might conceivably be got over. That is, for some enterprising British firm to start the manufacture of cycles in Japan itself, with Japanese workmen under the superintendence of a skilled English foreman or manager. In this way first-class machines, probably much in advance of those at present made in Japan, might be turned out at a very low price, for the Japanese workman is highly intelligent, and very clever at delicate metal work. But even if such a plan would not be practicable, there is still scope for some development of our trade with Japan, provided a good machine can be laid down cheap enough at Yokohama, and perhaps even more scope for developing the trade in those parts, and fittings which the Japs can not easily make for themselves.

Considering that the population of Japan is somewhere about equal to that of the British Isles, and that the Japanese have shown such extraordinary enterprise in building railways and adopting the customs and devices of Europeans, the possibilities of the future in regard to the cycle trade are worth keeping in view, although as yet the trade has not reached any large dimensions. In addition to the thirty or forty millions of Japs, there is also a small colony of Europeans and Americans, among whom the pastime of

Cycling Has Been Introduced.

The following communication lately received from a correspondent in Tokio, who is well qualified to speak on the subject, will help to explain the existing state of things in Japan:

"A great many foreigners cycle, principally missionaries, who find the cycle very handy in their work in the city and out-stations. A number of Japanese have machines, but they are generally native-made machines of very peculiar types. Some of the departments of the government use native-made rear-driven safeties, but as they are made mostly by hand they are very poor in quality, and easily get out of order. All of the native made machines have solid tires. One can hardly go through a small village in the interior which has not its wooden boneshaker. Could a good strong machine be laid down in Japan for about £7 the sales would be large, but the present high price puts them beyond the reach of all save the favored few. I understand that at Sendai there is a native bicycle maker; there is one as you know at Kanagawa, near Yokohama, and Okura & Co., of Tokio, make cycles in their gun shop. I have never seen a decently made native machine as yet. A number of Japanese in Tokio have taken up bicycles as part of their business, but it is very small yet. The roads in the large towns and cities are passably good; the approaches of these, however, seem to be a kind of no man's land, and are not so good. But in fine weather a few

miles out from any large city or town good roads can generally be found. The roads are generally made of mud and round pebbles, squared macadam not being used. For the high-class machines I should suggest the pneumatic, for cheap ones cushion or solid. For native riders, who are light, the cushion would no doubt last a long time. The machines for inexperienced riders ought to have brakes, as the traffic is great, the roads narrow, and in the country very hilly."

As to selling a good machine, even with solid tires, at £7 in Japan, that is hardly within the range of practical business. But if a good useful machine, strong enough to stand the Japanese roads, could be sold at £10 or £11, it might compete successfully with the native article. A spring frame safety which I noticed in the little show room attached to the factory at Kanagawa was priced at about £10 10s; and though others may be made cheaper, the Japanese will not be slow to appreciate the superior quality of English workmanship in a line of business which their own makers are only beginning to understand. The Europeans are

Not Likely to Buy Native-Made Machines

until a better class of goods is turned out, and they, of course, might go to higher prices.

Another correspondent, writing from Hiogo, says: "Cycling is not yet extensive, but is becoming popular. With good machines at moderate prices, a fair business might be developed, both among Japanese and foreigners. Roads not good. Strong machine needed, but not too heavy. In demand all the year, except July and August. Extras and duplicates, especially bolts and spokes, should be sent out. Pneumatic tires not absolutely necessary." In the opinion of this correspondent, a reliable machine at £15 to £20 ought to command a ready sale; but such could

hardly be the case except in regard to the very limited European demand.

The fact that cycling is becoming a living institution among the native Japanese, is shown by the circumstance that a native club which was formed not long since has started a monthly magazine, while only quite recently it has been thought worth while to lay a small tax on cycles. For some time the telegraph messengers in Yokohama have been supplied with cycles for the delivery of their messages; and though there has been talk of discontinuing their use owing to the bad roads, it is now stated on the other hand that cycles are to be introduced into the Japanese army. But a still more significant fact is, that, if report be true, a small shipment of native-made cycles has actually taken place from Japan to

Russia. In Tokio machines are let out on hire, and Mr. Seijiro Yoshimura has over fifty for the purpose. It must be remembered by English makers, that if they wish to hold what trade there is with Japan, they will have to bestir themselves, or they will be cut out, not only by the natives, but by the Americans, who already to some extent supply the demand. In particular let every order be correctly filled, as this is a point on which I heard complaints during my visit. As the Japanese are a very diminutive race, it is questionable whether machines for native use might not be a little smaller all round than those designed for the home market.

PHILADELPHIA TRADE.

PHILADELPHIA, PA., June 30.—Under the able management of the Philadelphia Cycle Co., of Broad and Montgomery avenues, the Keating wheel is being rapidly brought before the local public's notice, and thus far they have given satisfaction in every instance. In the recent century run from Newark, N. J., thirteen of the riders were mounted on Keatings, all of which came through the entire distance without a mishap of any kind. Raymond Richman, a lad of sixteen years, pushed a twenty-two-pound Keating through the rough and sandy roads of Pennsylvania and New Jersey, and had no difficulty in finishing up with the pacemakers. This concern is also handling the Majestic wheel which on account of its popular price is receiving a large sale.

Since the Donlevy Hardware Co., of 833 Arch street, took hold of the local agency of the Derby wheel, that machine has steadily increased in popularity, and the business of the firm is now as good as it was earlier in the season. The wheel has many fine points of merit about it, and these do not fail to attract the attention of the prospective buyer. A fine line of sundries is also in stock.



The buildings where the Chicago Cycle Show will be held.

ENGLISH TRADE NOTES.

LONDON, June 23.—A great many accidents have recently occurred to riders of tandem safeties, owing to the absurd weakness of the front forks of most of these machines, as at present constructed. During the past week four more serious falls have occurred through this cause. Why this error should be made on tandem safeties and not on tandem tricycles I don't know. By the way, I fancy that the days of the latter machine are numbered. But few tandem tricycles are now made; people will have tandem safeties, and there can be but little doubt that this is clearly a case of the survival of the fittest.

The Whitworth Cycle Co. are following the example of the Palmer Tire Co., and now issue a weekly list of the successes achieved on their machines. I doubt whether much is gained by such a method of advertising, but it must be expensive, if only for postage. If the new rule of the N. C. U., which prohibits an amateur allowing his wins to be advertised by the maker of his machine is enforced, these lists will have to be seriously considered; but then there may be exceptions to the rule after all.

The Elswick Cycle Co. are turning out some of the finest finished machines I have ever seen, but I still consider that the bearings are rather too small. This may be accounted for by the craze for lightness which still prevails, and many firms spoil otherwise excellent cycles, more particularly racers and light roadsters, in order to

Cater to a Depraved Taste.

The Whitworth Co. is certainly an exception and the Whitworths are always of a sensible weight for the work they have to do. To this, in a great measure, I attribute the extraordinary success which has so far attended the Whitworths.

The Beeston Tire Co. are suing Messrs. W. A. Lloyd & Co. and the Cycle Rubber Works, Ltd., for infringement of their patent 22,966, 1892.

The Puncture Proof Tire Co. have introduced an improvement in their puncture proof band. The edges of the band are now considerably extended, so that they may be sprung over the rim and automatically hold the band in its proper position. The total weight of the contrivance for a thirty-inch wheel is but three and one-half ounces. The company also has a new grip band to prevent side slip, at the very moderate price, seeing that it is made of pure para rubber, of \$1.

The new Palmer D tires, with puncture resisting tread, are, I hear, giving great satisfaction. Personally I am contented with the C tires, as I have ridden a machine fitted with them considerably over one thousand miles this season without a puncture. This should be good enough for most people, but for tandem safeties the D pattern will doubtless be an improvement.

Several new gears of the "Peveril-Boudard" type are, I am informed, to be put upon the market at an early date. I should have thought that it would have been better to wait to see if the new gear is really a success, before attempting to copy it. As yet I am more than

Doubtful of Its Merits.

The figures shown by the export trade this year exceed those of any previous trading for a corresponding period, but the badness of the home trade will, I think, more than bring the profits to the average. If it were not for foreign buyers things would be very bad indeed over here. Whatever profits may be shown by the big firms at the end of the year will certainly be derived from the export trading.

Messrs. Taylor, Cooper & Bednell have constructed for the inventors, Messrs. Blumfield & Garrard, an electric carriage, fitted with ball bearings, pneumatic tires, and all the essential parts of a cycle. Perhaps when our idiotic board of trade is either abolished or greatly improved such carriages may come into general use, but I fear that the day is yet distant.

One of the most remarkable features of the present cycling season is the number of ladies who have taken to the pastime. Safeties seem to be the popular mounts with the fair sex, and as there can be no doubt that rational dress will *not* come into fashion for some considerable time, if ever, the manufacture of machines specially made for ladies naturally commands the attention of the trade. Several improvements in general design have been made this year, and I hear that still further developments, more particularly in respect to tandems for ladies and gentlemen, are contemplated. The ladies who patronize cycling are now certainly worth catering to.

WILL O' THE WISP.

INVENTORS' DIFFICULTIES.

Many and varied are the difficulties which beset the path of the present day inventor. Only too often, at the very commencement of his inventive career, he is unfortunate enough to fall into the hands of a certain class of patent agents, whose object in life is to extract from the pockets of their oftentimes excitable and pliable clients as many fees as the depth of their pockets will allow. The specification is, as a rule, under these circumstances drawn without any professional skill, and the result in ninety-nine cases out of a hundred proves the patent to be waste paper. Supposing,

however, that he be in the hands of a first-class agent, a member of the Institute of Patent Agents, and that his specification be drawn with every possible skill, and that his patent be, on the face of it, as good as an unfought patent can be, then, the invention itself possessing some degree of merit, his next course is to place it upon the market in order that it may prove remunerative.

In These Days of Cutting Prices

and severe competition, there is nothing more difficult than to induce manufacturers to adopt anything new, and more particularly to trade in any article which will necessitate making fresh patterns and possibly rendering obsolete that which they may be disposing of to their agents and customers. In trades, such as that of cycle and accessory manufacturing, where novelty has succeeded novelty with startling rapidity, the inventor has in the past enjoyed some recompense for his toil, but now that patterns are in a great measure universally adopted, and monopolies rule the roost, the inventor finds it far more difficult to gain his first foothold, without he spends a large sum to secure it.

The position of the cycle manufacturer of today is distinct to that of eight years ago. It was the custom then for the large or small manufacturer to introduce yearly at the Stanley show his novelties for the ensuing season. The novelties and improvements, whatever they might be, were the result of his own pre-conceived impressions as to that most likely to create a tide of business in his direction, and to be acceptable to the public taste. It was the manufacturer, then, who

Dictated to the Public.

He said, "I have had years of experience in cycle construction, I have had the opportunity of seeing certain effects produced by the machines with which I have supplied you in the past. I have experimented, and after

careful tests have arrived at the conclusion that the machine I am now offering you is in every way the most suitable for you to use. You think that such and such a thing would be better? No! I can assure you your experience is not equal to mine, and if you wish to have a machine of my make, you must take what I give you."

The manufacturer of today is an entirely different individual. He says to the intending purchaser, "I will build your machine according to your order. Tires? Oh, yes, anything you like, of course. Carter's gear case? Very well. Triggwell's rims and nedals? Certainly. Pneumatic handles and saddle? Yes. Perry's chain, Southard's cranks, Key's detachable guards, Bates' cover, all duly noted."

There is but one moral to this, a manufacturer must and will supply only those things that are ordered. His independence of spirit has vanished, he is the slave of the public, he must do their bidding, and therefore for an inventor to offer his patented novelty to a present day cycle manufacturer is nigh useless, seeing that he will supply nothing but that which the public command. The inventor is therefore compelled to adopt one of two courses—(1) Either to allow his patent to be tied up on some royalty basis in the hands of one of the monopolies, or (2) to work the invention himself and place it upon the market. In the first case he may look for next to no return, as the monopoly will not introduce it so long as it has something of its own on which no royalty is paid. In the second case, there is the manufacturing of the article to be considered, and the introduction to the trade to be obtained, and the latter is the greatest obstacle that the inventor has to overcome. This we propose to make the subject of a special article in another issue as present space will not permit.—*Cycle Trade Journal*.

Something Unique.

The St. Louis Refrigerator & Wooden Gutter Co. have something new in the way of advertising matter, in a neat little pamphlet showing what strain the Lu-mi-num will stand. The first picture in the book shows a man standing on the crank bracket; the next, the frame balanced on a piece of wood, with a man standing on each end. The third shows two men standing on each end of the handle-bar, while the last is that of the front forks balanced on a piece of wood, with a man on each end. The pictures are all from photographs and show how strong the wheel really is.

The Philadelphia branch of the Lozier Mfg. Co., of Cleveland, Ohio, at 1724-26 North Broad street, is now in shipshape, and everything about the recently acquired house presents a businesslike air. Of course the Cleveland wheel is demanding the most attention from Manager Maloney, and he is succeeding very admirably in bringing in scores of new riders of the Cleveland.

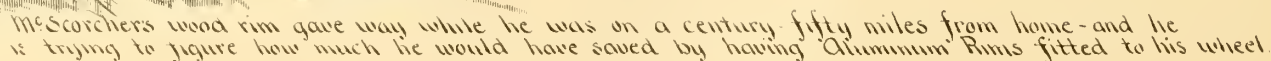
A Denver cigar dealer has started a "special free bicycle delivery" for the benefit of customers. The busy merchant telephones for a couple of Perfectos, and in a very short space of time the bicycle boy is there with them. Several newspaper carriers cover their routes on wheels.

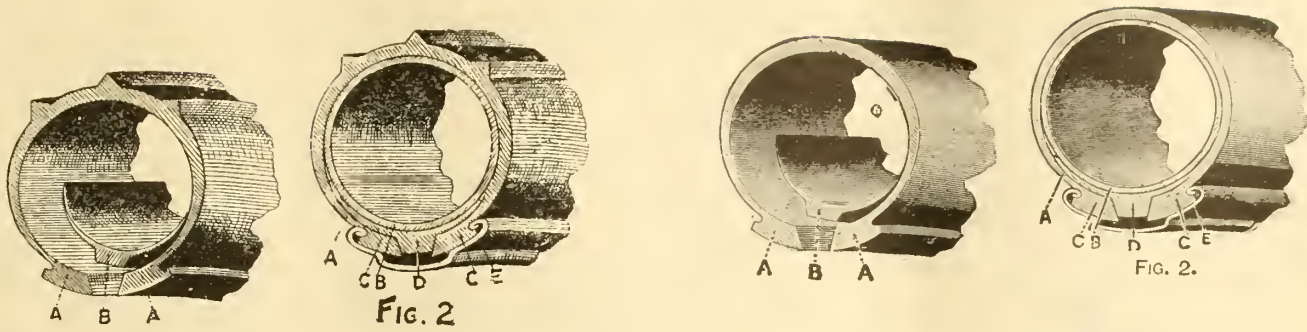
MORGAN & WRIGHT TIRES

ARE GOOD TIRES

OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.

MORGAN & WRIGHT
CHICAGO





The Cyclone Tires

Either CORRUGATED or PLAIN are the Best Mechanically Fastened Clincher Tires on the Market.

Positively the only practical Clincher Pneumatic Tire yet offered, and the only one constructed on a self-locking principle.

WILL NOT CREEP on account of our novel method of locking the shoe and tube to the rim.

CANNOT BE PUNCTURED by the ends of the spokes, as a thick part of the tire lies just over the spokes' ends, protecting the tube.

CANNOT BLOW OFF RIM, as the Keystone Wedge securely locks the flanges of the tire into the clincher hooks of the rims,

EVEN WHEN ENTIRELY DEFLATED, as the weight of machine or rider will cause this wedge to lock the tire. This is not true of any other mechanically fastened tire.

IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES. For repair work, the Cyclone Tire can be used on G. & J. style of rims. Try them.

Climax and Rex Road Tires

Are the Best Cemented Tires. Perfect Tubes, Perfect Shoes, Perfect Valves.

INNER TUBES pure and warranted at popular prices.

Write for Circulars, Prices, and Samples.

Address all
Communications to

Eastern Rubber Mfg. Co.

DISTRIBUTING HOUSES:

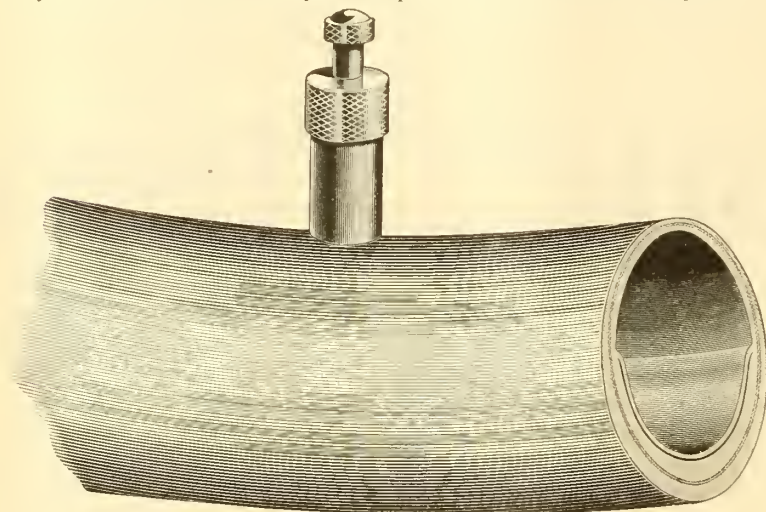
Room 706, 46 Van Buren St., Chicago. 90 Chambers Street, New York.
Day Rubber Co., St. Louis, Mo. S. F. Hayward & Co., Pittsburg, Pa.
H. C. Lecato, Philadelphia, Pa.

Trenton, N. J., U. S. A.

SOME NEW TIRES.

The Diamond Rubber Co., of Akron, Ohio, is composed of men who have seen long years of service in the employ of the Goodrich company. Therefore they know all about making a tire, and their goods are bound to possess considerable merit. Their emergency tire is something out of the usual run and seems to be a very practical tire. It is really two tires in one. The inner tube, as will be seen by the illustration, is folded up when in use. Should the tire puncture it is inflated through the tread with a hypodermic needle. This throws the diaphragm over against the tread, thus covering the puncture.

Besides this tire, the Diamond company also make the Akron Flyer, a racing tire made by a secret process known only to the company. The Reindeer is a laced inner tube tire. The Diamond is a tire laced all the way around, while not entirely new in points of construction, has proved a



THE EMERGENCY TIRE.

tire which has been well received. It has an endless inner tube, is made of excellent material, and simple in construction.

Speaking of the tires Manager Frank Reifsnider says:

"Over twenty years ago we embarked in the rubber business 'for others.' Lately we concluded to try our own hands at the business, in our own interests. For two years past we have been originating and perfecting tires, which we think are sure to interest you. In consequence of the 'flood' of tires which have been put on the market with lame backs, weak knees and crooked ankles, we have built an 'ark' of our own, into which all who have suffered from imperfections in the line of bicycle tires can come 'out of the wet' and be free in the future from these perplexities."

N. C. U. CHAMPIONSHIPS.

HERNE HILL, June 3.—The second batch of N. C. U. championships was decided this afternoon at Herne Hill. There were only four entries for the mile tricycle championship, and only five for the ten mile, so that it is practically certain this is the last year in which tricycle championships will be held, for the present, at any rate. The remaining feature of the afternoon was the twenty-five-mile safety championship. Summary:

One-mile tricycle championship.—I. Rowley, Stanley, first; L. Stroud, second; F. T. Bowen, third.

Ten-mile tricycle championship.—I. Rowley, Stanley, first; L. Stroud, second; W. Ellis, Anerly, third.

Twenty-five-mile safety championship.—J. Green, Newcastle, first; I. A. Robertson, Peterboro, second; I. Green, Comet, third.

Meeting of the Racing Men.

LONDON, June 23.—Last night at Anderton's Hotel, Fleet street, the massmeeting of racing cyclists, called by the Racing Cyclists' League to protest against the administration of the licensing scheme, was duly held, and some two hundred persons attended, the press and the trade being well represented. Finlay A. Macrae occupied the chair, supported by the committee of the league, including L. Stroud, F. P. Wood, Mongiardino, A. C. Hills, J. Mackenzie, C. P. Sisley, and P. W. S. Beduin. There was plenty of healthy discussion, although few actual racing men spoke—racing men never will speak in public—and the following resolutions were unanimously passed:

Proposed by L. Stroud, seconded by L. Mongiardino: That in the opinion of this meeting the licensing rules, as at present administered, have proved unworkable and unjust, and should be suspended.

Proposed by C. P. Sisley, seconded by J. Mackenzie: That this meeting demands that the N. C. U. do appoint a committee to (a) Draw up an amended amateur definition. (b) Frame new rules consequent thereon (c) Formulate a scheme for the direct representation of racing cyclists on the N. C. U.

Proposed by F. P. Wood, seconded by A. J. Watson: That at least one-half of the said committee (as per previous resolution) consist of representatives appointed by licensed riders.

Proposed by A. R. Lockwood, seconded by P. W. S. Beduin: That in the opinion of this meeting the credentials of recognized unions, presented by foreign riders, should be accepted.

Stroud spoke at considerable length on the failure of the licensing

scheme to work as effectively as was anticipated. He referred to the cases of F. J. Osmond, Shorland, and Leitch, and asked where we were to find men to fill their places if they were driven from the amateur ranks. He also laid great stress upon the treatment meted out to foreign visitors at the late championships at Birmingham. At the close of the massmeeting the Racing Cyclists' League held a private meeting at which the details of the amended amateur's definition were discussed.

A special meeting of the Union council has been summoned for July 6, when the whole question of licensing will be discussed. Henry Sturmey has a motion on the agenda abolishing conditional licenses, and Percy Low will move the abolition of temporary licenses. The four resolutions passed by the massmeeting referred to above will also be moved at this meeting.

The Treatment of Jaap Eden

has naturally caused great surprise in Holland and Mr. Frans Netscher, the president of the Dutch Union, has written asking for an explanation. He will, in due course, be satisfied, and when the complete story of the treatment of the foreign visitors is told it will be seen that the officials responsible for the extraordinary treatment they experienced were not animated by any other desire than to honorably discharge their duty according to the present difficult scheme.

G. P. Mills not only succeeded in reaching John O'Groats in the time he had allowed himself, but actually did 11 minutes better than his time table. Leaving Land's End at 6 a. m. last Monday he encountered much wet and mud, but nevertheless reached the other end of his journey at 11:49 a. m. on Thursday, beating Carlisle's time by 8:26. Mills occupied 3 days 5 hours 49 minutes. He was paced by Shorland, Bidlake, and several others.

C. W. HARTUNG.

MISSOURI'S NEW STATE RECORDS.

ST. LOUIS, July 1.—A comparatively small crowd attended the first annual race meet of the Y. M. C. A. Cycle Club on June 30, at the Pastime grounds, but the races were well contested. Only two of the events were open, the balance being for club members only. In the three-mile race for the championship of the club, by an accident, four of the contestants were thrown, but fortunately no one was injured, although the machines were wrecked. E. A. Grath, in the mile handicap, made a new mark for the state record, placing it at 2:20½. The former figure was 2:22, made by L. D. Cabanne last Saturday. The results were as follows:

Quarter-mile, flying start, members only.—E. A. Kriedler, first; F. F. Howard, second. Time, :33.

Three-mile club championship.—E. A. Kriedler, first; J. J. Howard, second. Time, 8:32.

Quarter-mile unicycle race.—F. A. Padgett, first; A. H. Woods, second. Time, 1:12½.

One-mile scratch, members only.—J. J. Howard, first; E. A. Kriedler, second. Time, 2:51½.

Two-mile handicap, open.—R. J. Leacock, P. A. C., 140 yards, first; C. L. Ellers, P. A. C., 90 yards, second. Time, 5:00.

One-mile handicap, open.—E. A. Grath, scratch, first; Will Colburn, 40 yards, second. Time, 2:20½.

How the French Care for Injured Wheelmen.

On account of the steadily increasing number of cyclists, pedestrians and horseback riders in the Bois de Boulogne, Paris, and the many accidents of all kinds that happen daily, a medical service is now established in the park. The park is so far away from the inhabited centers that it takes too long for physicians to reach the victims of accidents. The plan has been studied for the past two years and is now in working order. We can recognize its usefulness when we know that during the past year there were 250 wounded or sick people who were cared for.

There are twelve stations established. Each station has a box containing antiseptic medicaments, bandages, liniment, etc. The central station is supplied with a complete outfit of surgical instruments, beds and everything necessary to relieve the gravest cases. At every entrance to the park and at other points a bulletin indicates where the stations are situated. Every employe or park policeman is directed to go to the nearest station for assistance when he is notified of an accident. Wheelmen show quite a respectable number in the statistics of the wounded taken care of in the park during the past year.



Sylph Cycles

Stand Hard Usage. Win on the Track.

Are Handsomely Finished.

Perfect in Design.

Philadelphia, Pa., June 18, 1894.

Rouse, Hazard & Co., Peoria, Ill.

Gentlemen: We wish to notify you that in the challenge match race for the championship of Philadelphia, June 16th, between the Quaker City Wheelmen and the West Philadelphia Cyclers, Mark Meredith finished first in the excellent time of 13:10. He weighs 152 pounds and rode my 22 pound Model G Sylph. I finished fourth, close up, on another Sylph after running over a man and his machine, and having a very bad fall, but did not injure the wheel in any way. Globe Steam Heater Co., per Dampman.

We have reports from many other places where our machines have collided with others or run into obstacles and come out without a blemish. Agents wanted for these, the handiest cycles of the season, in all unoccupied territory. Catalogue free.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers.
Mention The Bearings Oldest and Largest Jobbers in the U. S.

BEARINGS
Cycling Authority America



A Crypto Bicycle

Gives Satisfaction Because

THE POSITION IS COMFORTABLE
THEY DRIVE EASILY
THEY STEER EASILY
THEY ARE SIMPLE IN CONSTRUCTION

In order to introduce them quickly we have determined to sell fifty of these wheels to riders at

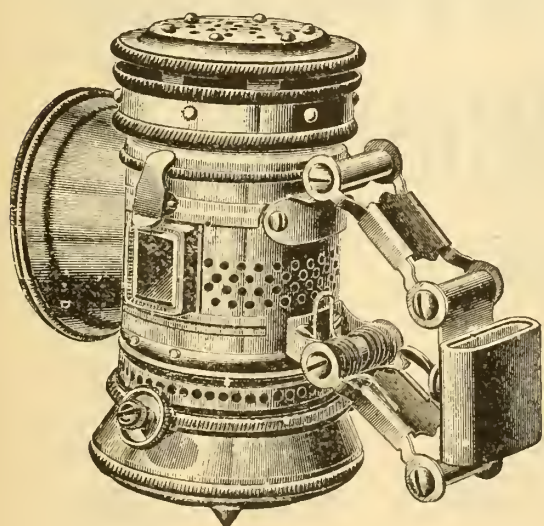
\$50 EACH, CASH

We want to scatter them over as large a number of places as possible and prefer to sell only one in a town at this price. If you don't know the wheel send for catalogue.

The McIntosh-Huntington Co.,

CLEVELAND, OHIO.

MENTION THE BEARINGS

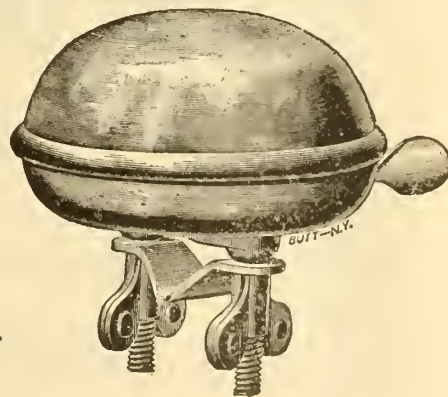


BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

...and...

19 Murray St., New York.



...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
Lamp Construction...

The only FIRST-CLASS Bicycle Lamp.

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

LOUISVILLE BOYS HAVE THE FEVER.

LOUISVILLE, Ky., July 1.—The boys have also gotten the racing fever as was shown last week. John S. Carpenter, Jr., gave a five-mile road race for boys under fifteen years of age. There were ten starters. Lou Ackley, one of the scratch boys, won both first prize and first time prize. The first prize was a pair of shoes and the first time prize was a \$4 box of candy. Time, 17:30.

Last week's *Bulletin* gave some information that has led to a protest being filed against Fred D. Cartwright, the winner of the mile state championship at Owensboro. At the time of the race Cartwright was not a member of the L. A. W. and it is claimed that he was ineligible at the time. His name being just published shows that his application was not sent in until after the races. The constitution of the division has no article in it bearing upon the eligibility of entries into the state championships and the protest is made upon common grounds that a state championship, run at only an L. A. W. meet, should be open to L. A. W. members only. The referee of the races at which the race in question was run is the chief consul and also member of the National Racing Board which would make the consideration of a protest quite out of the ordinary run. The member making the protest was one of the very few who thought that they had a "cinch" on the race, but found matters different before the race was over.

The Louisville Cycle Club held a moonlight run last Saturday night from the clubhouse to Iroquois Park over the boulevard. At least two hundred and fifty ladies and gentlemen were out and made a procession, the like of which has never been seen here before. From a distance the sight was most unique, with the lights moving by the action of the wheels made it look like a lot of extra large fire flies flying in line. After the run, those not tired out returned to the clubhouse, where the rest of the evening was spent, in being entertained by the musically inclined members of the club.

Tony Landenwich, the proprietor of a large park in the extreme western portion of the city, is a very popular man with local wheelmen. On last Sunday morning eighty wheelmen rode to his place for breakfast. In Louisville eighty is a very very large number for wheelmen, as they do not flock together. While there Mr. Landenwich informed them that if the wheelmen would raise enough money to build a grand stand, that he would build a three-lap track equal to any in the country. In a very short time the electric cars will be running to the park, and would then make this one of the most pleasant places near the city, being situated on a hill and on the banks of the Ohio River.

The Local Papers are Awakening
to the fact that cycling is a fad here and now place no restrictions whatever

upon the amount of space used for the sport. One of the morning papers resurrected an old wheelman who gave up the sport long before the safety came into use and he is writing a column far worse than that of the Cincinnati paper which has been so much ridiculed by the cycling press. There is no news in the column, it is filled with such notes at this:

"Colonel Furniture Dealer took a ride on his new wheel last week."

"The old secretary of the Long Dead Cycle Club is thinking of getting a King Limited bicycle."

As noted in this column two weeks ago, Mr. Wm. H. Irving, the victim of a local brewery wagon, succeeded by a threat of a lawsuit, after giving them his evidence, in inducing the company to pay for all damages he incurred. He is the first person in the city who ever succeeded in bringing this company to time and deserves the commendation of every wheelman for so doing. The brewery companies wield an immense political influence in this city and have always defied the laws in regard to fast and reckless driving and when any damage was done have always "bluffed" the injured parties out of damages. The "bluff" did not work in this case.

The entries for Prince Wells' eight-and-one-quarter-mile road race have all been received and show a total of 107, with several parties yet to hear from. Those entering now will have to start from scratch. From the large number of entries for the track races in addition to the road race, indications point to a very successful day of racing. The road race will start promptly at 3 o'clock and will be followed by four track races in the afternoon. At night, by electric light, seven track races will be held. The scoring of the road race will be done in two ways—by the old method and by the phonograph. After the riders are all in, the timers, scorers, and phonograph will retire and fight out the question of winners, time, etc.

A small-sized cyclone made kindling wood out of the sunken steamer, City of Madison, and only a lot of upright timbers attached to the hull remain. The insurance companies settled with the owners of the boat only one day before the final wreck and expected to be able to save something of it. But in this they were mistaken.

P. Birmingham, of New York, who arrived in Chicago last week, claims to have ridden the distance between the two cities in ten days. He made the ride on the advice of his physician.

Don't carry a loaded revolver in your pocket while riding a bicycle. John Bacon, of Kokomo, Ind., did and now he is not expected to live.

Grover Cleveland is now considering whether he will write the message to be carried on the relay from Washington to Denver.

Mrs. C. H. Tuthill is the first lady to wear bloomers in Detroit.

The Only Wheel What Is.

The Ohio State One-Half-Mile Record Broken by

E. C. JOHNSON

ON

The Triangle

LAST WEEK,

Time 1:01 2-5.

The PEERLESS MFG. CO., Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

THE SELTZER-KLAHR HDW. CO.,

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

OFFICIAL SCORE CARD.

Second Annual Spring Meet of the Waltham Cycle Club, Monday, June 18, 1894,
at Waltham Bicycle Park.

RACE NO. 1. TRIAL HEAT NO. 1. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
*1 C. G. Williams	Waltham C. C.	44 ¹ / ₂ .
*4 Wm. M. Pettigrew	Waltham C. C.	45 ¹ / ₂ .
6 James Clark	Press C. C.	46 ¹ / ₂ .
10 Harry W. Putnam	Greenfield	47 ¹ / ₂ .
17 L. P. Swett	Waltham C. C.	48 ¹ / ₂ .
21 John Bianchi	Malden B. C.	49 ¹ / ₂ .
24 Frank E. Wing	Framingham	50 ¹ / ₂ .
11 Wm. H. Moore	Cambridgeport C. C.	51 ¹ / ₂ .

RACE NO. 2. TRIAL HEAT NO. 2. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
5 Chas. T. Nelson	Springfield B. C.	44 ¹ / ₂ .
7 H. L. Felch	Waltham C. C.	45 ¹ / ₂ .
*15 Frank Mayo	Union B. C.	46 ¹ / ₂ .
18 C. L. Upham	Waltham C. C.	47 ¹ / ₂ .
34 John F. Cochran	Malden Wheelmen	48 ¹ / ₂ .
47 H. W. Robinson	Waltham C. C.	49 ¹ / ₂ .
*56 Gaston Plantiff	Waltham	50 ¹ / ₂ .
80 Eben Shaw	Press C. C.	51 ¹ / ₂ .

RACE NO. 3. TRIAL HEAT NO. 3. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
*8 J. J. McLaughlin	Waltham C. C.	44 ¹ / ₂ .
25 Walter L. Peters	Boston	45 ¹ / ₂ .
26 Eugene F. Proctor	Lowell Y. M. C. A.	46 ¹ / ₂ .
35 Wm. H. Senter	Brockton Y. M. C. A.	47 ¹ / ₂ .
37 Alvan T. Fuller	Malden	48 ¹ / ₂ .
41 H. E. Caldwell	Manchester, N. H.	49 ¹ / ₂ .
42 Melville Lentest	Cambridge	50 ¹ / ₂ .
59 W. F. Clark	Press C. C.	51 ¹ / ₂ .
13 Gus Lemke	Rosindale	52 ¹ / ₂ .

RACE NO. 4. TRIAL HEAT NO. 4. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
9 Geo. H. Carter	Waltham C. C.	44 ¹ / ₂ .
19 Dan Connolly	Eagle C. C.	45 ¹ / ₂ .
38 W. C. Marmon	Salem B. C.	46 ¹ / ₂ .
*45 A. W. Porter	Boston A. C.	47 ¹ / ₂ .
60 J. P. Clark	Press C. C.	48 ¹ / ₂ .
75 J. C. Wettergreen	Waltham C. C.	49 ¹ / ₂ .
71 Fred W. Billings	Brockton	50 ¹ / ₂ .

RACE NO. 5. TRIAL HEAT NO. 5. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
22 E. A. McDuffee	Malden	44 ¹ / ₂ .
*43 A. F. Wisner	Waltham C. C.	45 ¹ / ₂ .
*46 F. M. Haggarty	Waltham C. C.	46 ¹ / ₂ .

RACE NO. 6. TRIAL HEAT NO. 6. 1-3-Mile Open. Class B.

No.	1st, 2d, 3d, 4th.	Time.
14 A. W. Warren	Hartford W. C.	44 ¹ / ₂ .
27 W. C. Sanger	Springfield B. C.	45 ¹ / ₂ .
28 H. C. Tyler	Springfield B. C.	46 ¹ / ₂ .
51 John S. Johnson	Syracuse, N. Y.	47 ¹ / ₂ .
54 O. S. Brandt	Riverside W.	48 ¹ / ₂ .
66 L. J. Berlo	Eagle C. C.	49 ¹ / ₂ .
76 Horace Allen	Asbury Park	50 ¹ / ₂ .
77 Geo. Cutter	Eagle C. C.	51 ¹ / ₂ .
49 C. M. Murphy	Kings Co. W.	52 ¹ / ₂ .
50 Geo. F. Taylor	Waltham C. C.	53 ¹ / ₂ .
52 C. H. Callahan	Buffalo, N. Y.	54 ¹ / ₂ .
65 Wallie Rogers	Taunton	55 ¹ / ₂ .

RACE NO. 7. TRIAL HEAT NO. 7. 1-3-Mile Open. Class B.

No.	1st, 2d, 3d, 4th.	Time.
1st. Diamond	\$75, 28	Time, 43 ¹ / ₂ .
2d. Watch	50, 49	
3d. Chair	30, 50	
4th. Lamp	16	

W. S. MALTBY,
The Famous Trick Rider, in one of his Pleasing Specialties.

RACE NO. 8. TRIAL HEAT NO. 8. 1-3-Mile Open. Class A.

No.	1st, 2d, 3d, 4th.	Time.
1st. Diamond	\$50, 43	Time, 42 ¹ / ₂ .
2d. Watch	25, 4	
3d. Seal Ring	10, 1	

NOTE—A Pair of Palmer Racing Tires will be given the winner of the fastest Trial Heat in 1-3 mile Open. Class A.

RACE NO. 9. TRIAL HEAT NO. 9. 1-Mile, Invitation. Class B.

No.	1st, 2d, 3d, 4th.	Time.
55 Guy L. Gary	Press C. C.	44 ¹ / ₂ .
52 C. H. Callahan	Buffalo P. C. C.	45 ¹ / ₂ .
50 Geo. F. Taylor	Waltham C. C.	46 ¹ / ₂ .
49 C. M. Murphy	Kings Co. W.	47 ¹ / ₂ .
54 O. S. Brandt	Riverside W.	48 ¹ / ₂ .
51 John S. Johnson	Syracuse, N. Y.	49 ¹ / ₂ .
28 H. C. Tyler	Springfield B. C.	50 ¹ / ₂ .
27 W. C. Sanger	Springfield B. C.	51 ¹ / ₂ .
11 A. W. Warren	Hartford W. C.	52 ¹ / ₂ .

RACE NO. 10. TRIAL HEAT NO. 10. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
5 C. T. Nelson	First three to qualify for final.	45 yds.
80 E. H. Snow	Springfield B. C.	60
31 L. A. C. Kelley	Press C. C.	65
78 W. R. Brinckroff	Rosindale	70
72 Burns W. Pierce	Cambridge	75
25 W. H. Senter	Brookton Y. M. C. A.	80
35 E. J. Clark	Press C. C.	85
82 C. E. Snyder	Lowell	90
25 W. L. Peters	Boston	95
71 F. D. Billings	Brookton	100
30 E. A. Torsi	Everett	105
12 C. A. Bellow	Press C. C.	110

RACE NO. 11. TRIAL HEAT NO. 11. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
6 James Clark	Press C. C.	30 yds.
17 L. P. Swett	Lowell W. C.	35
*43 A. F. Wisner	Waltham C. C.	40
4 Wm. M. Pettigrew	Waltham C. C.	45
*8 J. J. McLaughlin	Waltham C. C.	50
37 Alvan T. Fuller	Nalden	55
68 F. B. Emerson	Press C. C.	60
10 H. W. Putnam	Greenfield	65
3 C. E. Pepper	Cambridgeport	70
58 H. G. Benham	Dorchester	75
9 Geo. H. Carter	Waltham C. C.	80
16 C. W. Grinnell	Roxbury	85

RACE NO. 12. TRIAL HEAT NO. 12. 1-Mile Handicap. Class B.

No.	1st, 2d, 3d, 4th.	Time.
22 E. A. McDuffee	Malden Wheelmen	30 yds.
18 J. M. Connolly	Eagle C. C.	35
*46 F. M. Haggarty	Waltham C. C.	40
32 Nat Butler	Cambridgeport C. C.	45
26 Eugene F. Proctor	Lowell	50
*31 F. F. Cochran	Malden Wheelmen	55
*19 Frank Mayo	Union B. C.	60
39 C. F. Williams	Press C. C.	65
20 A. L. Bianchi	Malden B. C.	70
*56 Gaston Plantiff	Waltham	75
2 S. C. Guilow	Waltham C. C.	80
72 H. A. Morrill	Malden	85
33 F. A. Russell	Amesbury B. C.	90
32 Geo. A. Russell	Somerville	95
63 Wm. G. French	Press C. C.	100

RACE NO. 13. TRIAL HEAT NO. 13. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
*45 A. W. Porter	First three to qualify for final.	30 yds.
41 H. E. Caldwell	Waltham C. C.	35
36 Hugh Robson	Manchester, N. H.	40
59 W. F. Clark	Salem B. C.	45
*43 L. P. Callahan	Press C. C.	50
47 H. W. Senter	Waltham	55
48 W. C. Marmon	Waltham C. C.	60
38 W. C. Marmon	B. A. A.	65
18 C. L. Upham	Waltham C. C.	70
42 Melville Lentest	Cambridge	75

RACE NO. 14. TRIAL HEAT NO. 14. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
*45 A. W. Porter	First three to qualify for final.	30 yds.
41 H. E. Caldwell	Waltham C. C.	35
36 Hugh Robson	Manchester, N. H.	40
59 W. F. Clark	Salem B. C.	45
*43 L. P. Callahan	Press C. C.	50
47 H. W. Senter	Waltham	55
48 W. C. Marmon	Waltham C. C.	60
38 W. C. Marmon	B. A. A.	65
18 C. L. Upham	Waltham C. C.	70
42 Melville Lentest	Cambridge	75

RACE NO. 15. TRIAL HEAT NO. 15. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
44 F. S. Dewey, Jr.	Marlboro.	110 yds.
11 W. M. Moore	Cambridgeport C. C.	115
*61 R. M. Emerson	Chelsea C. C.	120
74 C. Doubleday	Press C. C.	140
67 J. J. Walsh	Malden Wheelmen	150

RACE NO. 16. TRIAL HEAT NO. 16. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
70 Leon W. Campbell	Chicago	15 yds.
60 I. P. Clark	Press C. C.	20
79 T. L. Connolly	Eagle C. C.	25
21 John Bianchi	Malden B. C.	30
*71 C. G. Williams	Waltham C. C.	35
23 C. A. Bellow	Press C. C.	40
24 F. E. Wing	S. Framingham	45
61 P. G. Alexander	Natick	50
44 Nelson Towle	Everett	55
13 Gus Lemke	Rosindale	60
69 J. S. Clark	Roxbury	65
7 H. L. Felch	Waltham C. C.	70

RACE NO. 17. TRIAL HEAT NO. 17. 1-Mile Handicap. Class B.

No.	1st, 2d, 3d, 4th.	Time.
27 W. C. Sanger	Springfield B. C.	Scratch.
51 I. S. Johnson	Syracuse, N. Y.	Scratch.
28 H. C. Tyler	Springfield B. C.	25 yds.
49 C. M. Murphy	Kings Co. W.	30
50 Geo. F. Taylor	Waltham C. C.	35
52 C. H. Callahan	Buffalo P. C. C.	40
55 Gay Gary	Press C. C.	45
14 A. W. Warren	Hartford W. C.	50
14 O. S. Brandt	Riverside W.	55
76 Horace Allen	Asbury Park	60
57 W. A. D. Donnell	Old York W.	65
17 Frank Mayo	Union B. C.	70
77 Geo. Cutter	Eagle C. C.	75
66 Leonard J. Berlo	Eagle C. C.	80
65 Wallie Rogers	Taunton	85
1st. Orient Bicycle		\$150.
2d. Diamond		75.
3d. Watch		50.
4th. Diamond Sleeve Buttons		25.
5th. Typewriter		15.
6th. Chair		10.

RACE NO. 18. TRIAL HEAT NO. 18. 1-Mile Handicap. Class A.

No.	1st, 2d, 3d, 4th.	Time.
1st. Diamond	\$50, 43	Time, 2:13 ¹ / ₂ .
2d. Watch	35, 41	
3d. Watch	15, 62	
4th. Stop Watch	10, 15	
5th. Scarf Pin	8, 57	

SPECIAL FEATURES.
1-2-Mile Flying Start against time. H. C. TYLER
1-Mile Flying Start against time. JOHN S. JOHNSON
1-Mile Unpaced (first time in America). W. C. SANGER
1-Mile Flying Start against time to establish a record for Class A by A. W. PORTER, Waltham C. C., 2:06.

EXPLANATION—Riders marked with a star rode **Orients**. In the trial heats, (1-2-mile open), out of a field of 41 starters, Orient riders took six out of a possible ten places. In the final, Orienters took ALL THREE PRIZES. In the 1-mile handicap, 67 starters, Orienters took six out of fifteen places in trials, and won first, second, and fourth prizes. A. W. Porter and the Orient established a mile record for class A of 2:06. Four of the prize winners rode our 22 pound roadsters. Orienters are SURE WINNERS. Read the answer in the STARS above.

Catalogue Free.
Agents Wanted.

WALTHAM MFG. CO., WALTHAM, MASS.

EXCHANGE

YOUR OLD WHEEL FOR A '94 HIGH FRAME,
LIGHT WEIGHT BICYCLE.

• • THE BEST. • •

Halladay-Temple Scorchers.

BE HAPPY; BUY THE BEST.



RALPH TEMPLE CYCLE WORKS.

158 22D STREET, CHICAGO.

MENTION THE BEARINGS.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton,



Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge by "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting

which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R.R.,
195 Clark street, Chicago, Illinois.

Audibet, the French unicyclist, has recently made 100 kilometers (62 miles 243 yards) in 6:03:00. He also made 500 kilometers (310 miles 1,217 yards) in 100 hours, although he was delayed by an accident to his machine.

To show the importance which cycle manufacturers attach to the road races in France, during the late Paris-Bordeaux race the Gladiator factory had two vans filled with machines along the road and 117 pacemakers.

WISCONSIN STATE CIRCUIT.

MILWAUKEE, WIS., July 4.—The Wisconsin state circuit races are drawing to a close. Wausau, Eau Claire, Neillsville, and Black River Falls, being the only towns in which races are yet to be held. The races have been a success, and will no doubt be held again next year. The idea of having a state circuit was originated by Irwin Strauss, of Ripon, who has argued that many fast riders in the state were left unknown because they had no chance to show what they could do. This has partly been proven in the cases of A. M. Chandler, winner of the Cedarburg-Milwaukee road race, and Nels Anderson, both of Waupaca. They have followed up the circuit and have made a good showing. It is not improbable that they will soon be among the fastest men in the state. The Ripon races of the state circuit, resulted as follows last week:

One-mile novice.—W. E. Soule, Ripon, first; C. H. Dunbar, Ripon, second. Time, 3:05½.

One-mile handicap.—E. H. Smith, Beaver Dam, first; George Briggs, Oshkosh, second. Time, 2:29.

Half-mile open.—Roy Reed, Ripon, first; Edward Deibler, Berlin, second. Time, 1:15½.

Two-mile handicap.—George Briggs, Oshkosh, 300 yards, first; J. G. Seelig, Ripon, 150 yards, second. Time, 5:35½.

Quarter-mile open.—Roy Reed, Ripon, first; E. H. Smith, Beaver Dam, second. Time, 48¾.

Half-mile, Ripon Cycling Club handicap.—Ike Corliss, 90 yards, first; W. E. Soule, 75 yards, second. Time, 1:13½.

One-mile open.—Roy Reed, Ripon, first; Ed Deibler, Berlin, second. Time, 2:48.

Races were also held at Berlin last week, in which Roy Reed, the popular young Ripon rider carried off his share of the honors. The result was as follows:

One-mile novice.—Erb Whipple, Wausau, first; George Warring, Berlin, second. Time, 2:55.

Half-mile open.—Roy Reed, Ripon, first; Ed Smith, Beaver Dam, second. Time, 1:22.

Half-mile Berlin boys.—S. Sackett, first; C. Olson, second. Time, 1:21.

Two-mile open.—Nels Anderson, Waupaca, first; A. M. Chandler, Waupaca, second. Time, 5:30.

Quarter-mile open.—Roy Reed, Ripon, first; G. Warring, Berlin, second. Time, 43¾.

One-mile Berlin Club handicap.—F. Glazier, 210 yards, first; Percy Talbot, 420 yards, second. Time, 3:22¾.

One-mile open.—Nels Anderson, Waupaca, first; Roy Reed, Ripon, second. Time, 2:40.

Half-mile lat men's race.—A. Metzger, first; C. E. Bellis, second. Time, 1:40.

Five-mile handicap.—Nels Anderson, Waupaca, first; A. M. Chandler, Waupaca, second. Time, 13:50.

The Palmyra road race was run last Thursday, and was won by Frank Hackett, of Palmyra, who had a handicap of 4 minutes. The best time was made by A. Sperbeck, also of Palmyra, who covered the nine-mile course in 29:50.

Owing to lack of entries the state circuit races which were to be held at Stevens Point today were discontinued.

The Sun Prairie-Madison road race, to be run on July 28, promises to be a success, as a large number of entries have already been received.

FIXTURES.

JULY.

7 New York city, nat. circuit Riverside W.
7 Louisville, Ky., road race and race meet.
Prince Wells.

13-14 Asbury Park, N. J., national circuit.
Newark, N. J., 100-mile road race, Atlanta W.

18 Baltimore, Md., national circuit meet.
Cycle Track A.

20-21 Cleveland, Ohio, Wheel Club, national circuit meet.

21 Racine-Milwaukee road race.
21 Orange Oval, race meet, Orange Ath. C. C.

23 Newark, Ohio, national circuit meet.
25-26 Toledo, Ohio, C. C. national circuit meet.

27-28 Indianapolis, Ind., Zigzag C. C. nat. circuit.
28 Waverley, N. J., race meet, M. A. C. C.

28 Flushing, N. Y., Mercury W. C.
30 Lafayette, Ind., national circuit meet.

AUGUST.

1 Danville, Ill., C. C. nat. circuit meet.

AUGUST.

1 St. Albans, Vt., division meet.

2 Warsaw, Ind., C. C.

2 Fremont, Ohio, C. C.

2-4 Chicago national circuit meet.

6 Milwaukee, A. C. C. of M.

7-9 Ripon, Wis., C. C. nat. circuit meet.

10-11 Asbury Park, A. P. A. A.

11 Minneapolis, Minn., Cycle Track A.
national circuit meet.

12-13 Antwerp, Belgium, international championships.

13-18 Denver, Colo., L. A. W. meet, Denver Cycling Union.

20-21 Pueblo, Colo., Rovers W. and A. Club national circuit.

22 Kansas City, Mo., Cyclers national circuit meet.

23 Mt. Clemens, Mich., Wheelmen.

24-25 St. Louis, Mo., Pastime A. C. national circuit meet.

24 Ottumwa, Iowa, B. C.

25 Trenton, N. J., Mercer Co. Wheelmen.

30 N. Y. City, Am. W. nat. circuit meet.

SEPTEMBER.

1 Wallingford, Conn., Ramblers C. C.

1 N. Y. City, Am. W. nat. circuit meet.

1 Norristown, Pa., Norristown W.

3 Pueblo, Colo., Rovers and A. C. race meet.

3 Rahway, N. J., Union Co. Roadsters.

3 Bergen Point, N. J., N. J. A. C.

3 Waltham, Mass., Waltham C. C.

3-4 Syracuse, N. Y., Syracuse A. C.

3-4 Hartford, nat. cir. Hartford, W. C.

3-4-5 Quincy, Ill., B. C.

4 Columbus, Ohio, C. C.

6 Waltham, Mass., Bicycle Track Assn.
national circuit meet.

8 Worcester, Mass., Bay State B. C. national circuit meet.

9 Chicago A. C. C.

10 San Jose, Cal., Garden City Cyclers.

11-13 Springfield, Mass., B. C. nat. circuit.

15 N. Y. City, Harlem Wheelmen, national circuit meet.

16 Waltham, Mass., B. C.

17 Scranton, Pa., B. C. nat. circuit meet.

19 Williamsport, Pa., Keystone W. C. nat. circuit meet.

22 Philadelphia race meet, national circuit A. C. C.

25-26 Baltimore, Maryland B. C. national circuit meet.

29 Wheeling, W. Va., nat. circuit meet.

OCTOBER.

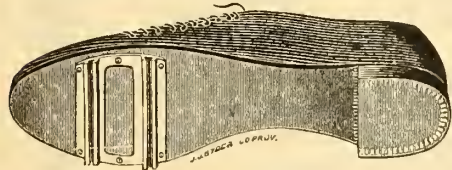
1 San Francisco, Cal., Olympic A. C. W.

2 Danbury, Conn., races, Danbury Agr. Society.

A French cyclist, at the end of a tour was seen to unwrap a large package which, to the astonishment of the beholders, contained a silk hat, not a folding, but a real stiff silk hat.

A New Detachable Cleat.

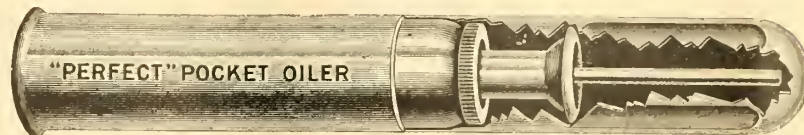
Users of rat-trap pedals will find this cleat fills a long-felt want. It is made of aluminum and leather and weighs but one ounce to each cleat. It is a great saver of shoe leather and it is impossible for the foot to slip when using this cleat, thus saving many a bad fall. It can be attached and detached very easily and quickly. It will be a ready seller, and dealers should write to W. G. Rankin, Providence, R. I., for discounts to the trade.



The two latest productions of the John P. Lovell Arms Co. are the semi-racer and the Giraffe, which are described in a neat little pamphlet issued by the firm. The semi-racer is the track wheel fitted with road wheels and tires, listing at \$125, while the Giraffe weighs but twenty-eight pounds and lists at the same figures. The crank shaft on this machine is ten inches higher than the other machines. The steering head is twenty inches long.

The Eastern Rubber Mfg. Co., of Trenton, N. J., are now manufacturing their Cyclone clincher tires with either plain or corrugated treads. These tires, together with their Rex and Climax, seem to be very popular.

NO OTHER OILER is "JUST AS GOOD" as the
"PERFECT" POCKET OILER.



FULL SIZE.

PRICE 25c EACH.

NO OTHER OILER REGULATES THE SUPPLY OF OIL TO A DROP.
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Mention The Bearings

PITTSBURG in the NATIONAL CIRCUIT

THURSDAY, JULY 19, 1894.

13 Events 5 Open Class A.
6 Open Class B. **\$2,500 in Prizes.**

RACES RUN ON NEW \$5,000 QUARTER-MILE TRACK OF THE PITTSBURG ATHLETIC CLUB.

Entry fee, \$1.00 for one event; 50c. for each additional. No entry received unless accompanied by proper fees. Entries close July 14, with

J. WADE MCGOWIN, Chairman, 428 Wood St., Pittsburg, Pa.

RACING MEN, COME TO PITTSBURG.

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READING SAFETY BICYCLES.

None higher in quality. None easier running. Light. Handsome. Durable. The Agents' Leader. The Riders' Favorite

W. H. WILHELM & CO., Mfrs.
READING, PA.

PACKER CYCLE CO., READING, Pa., State Agents for
PENNSYLVANIA and DELAWARE.

Mention The Bearings.

“The Winton is a Winner.”

At Detroit, June 16, FRED J. BAIRD, broke the World's 25-Mile Road Record on a WINTON RACER. Time, 1:09:27.

HERE IT IS.

WINTON SINGLE FRAME.



PRICE \$150.00

At Grand Rapids on the 13th, WINTONS won 1 first, 1 second, and 3 thirds.

You have heard of the Winton Special bearings—“There is no getting around them,” and the Winton frame—no makeshift re-enforcements. Note that brace for clean cut, strength, and lightness. No broken frames with us

Get a Catalogue and Get Wise. Get the Agency and Get There.

THE WINTON BICYCLE CO., 108 Perkins Ave., Cleveland, Ohio.

STUDLEY & BARCLAY, Grand Rapids, Agents for Michigan.

MENTION THE BEARINGS

LET HIM BEAR THE PALM WHO MERITS IT.

Time, the final test of all things, has conclusively demonstrated the correctness of the principle which we originated, to wit: **Rational Weight Bicycles.**

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IT CONTAINS A FUND OF INFORMATION.

“In the trade of cycling, as well as in the rest of the commercial world, each house seeks to introduce some new feature through which it can be known from the remainder of the craft. These original ideas are the advance guards of progress, and thus bring the art of manufacturing to a higher state of perfection. In the manufacture of bicycles the Keating Wheel Co., of Holyoke, Mass., hold a distinct place, inasmuch as they were the first *to boldly offer* and *guarantee* a *twenty-five* pound road wheel, which weight is now so popular and in such general use.”—The Wheel, May 18, 1894.

KEATING WHEEL CO.

HOLYOKE, MASS.

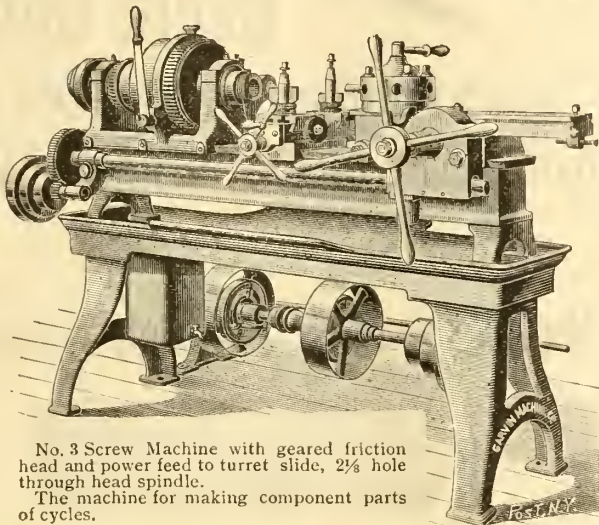
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Laight & Canal Streets, NEW YORK.

Also 51 North 7th St., Philadelphia, Pa.

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Special
Bicycle
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Axles, Steps,
Ball Cases,
Pedal
Spindles,
Spoke
Nipples,
Nuts, Screws
and all Formed Work



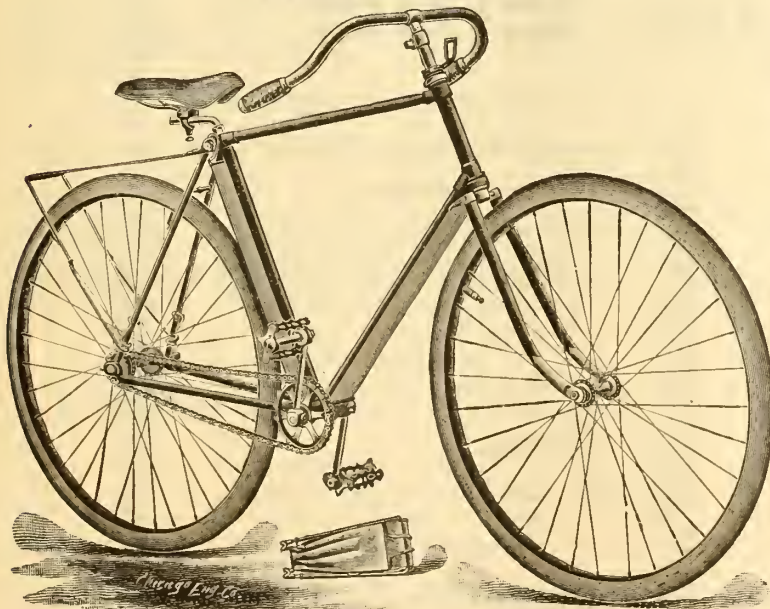
No. 3 Screw Machine with geared friction head and power feed to turret slide, 2 1/4 inch hole through head spindle.
The machine for making component parts of cycles.

We also furnish Spoke Headers, Upsetters, and Threading Machines. If you are interested in bicycles, write us for catalogue and list of bicycle machinery.

MENTION THE BEARINGS.

...GRISWOLD'S... Folding Bicycle Mud Guard

Looks nice on the wheel. Made of the best material, and weighs less than 10 ounces.



MANUFACTURERS, it will pay you to adopt it.
DEALERS, it will pay you to carry it in stock.
RIDERS, it will pay you to use it. Ask your dealer for it.

Descriptive Circular, Terms, and Discounts
furnished the Trade on application.

PRICE \$2.50

M. E. GRISWOLD CO.,
WASHINGTON HEIGHTS, ILL.

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ACROSS ASIA ON A BICYCLE

Is the title of an interesting narrative now running in the *Century*. The authors took a Kodak with them on their perilous journey, and secured a magnificent series of views, many of which are used in illustrating their articles. In a recent letter they say:

2500 Kodak Views.

"The Kodak was carried over our shoulders on a bicycle journey of 15,044 miles, a feat that would have been impossible with an ordinary hand camera and the necessary supply of glass plates and we secured some 2,500 unique and valuable photographs."

THOS. G. ALLEN, JR.,
W. L. SACHTLEBEN.

Send for Kodak
Catalogue.

EASTMAN KODAK CO.,
Rochester, N. Y.



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THE POPULAR TIRE FOR '94.



**ACME
BRAND
PNEUMATIC
TIRE...**

The BEST, LIGHTEST, STRONGEST, and MOST DURABLE.

NOT HOW CHEAP,
BUT HOW GOOD.

SEND FOR SAMPLE PAIR AND PRICES.

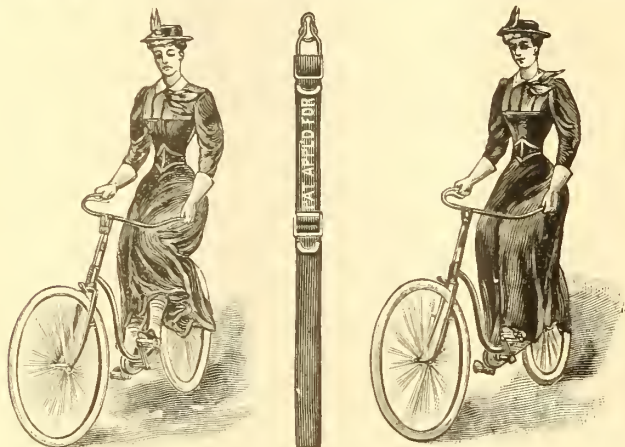
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152 and 154 Lake St., CHICAGO, ILL.

Western Selling Agents for BOSTON WOVEN HOSE & RUBBER CO.,
ELASTIC TIP CO., SNELL CYCLE FITTINGS CO.

MENTION THE BEARINGS.

LADIES! KEEP YOUR SKIRTS DOWN



This you can do most effectively by using

Hopps-Braddock BICYCLE SKIRT HOLDER.

If your dealer doesn't carry them, send us postal note or express money order for 25c. (stamps not taken), and we will send you a pair by return mail, post-paid.

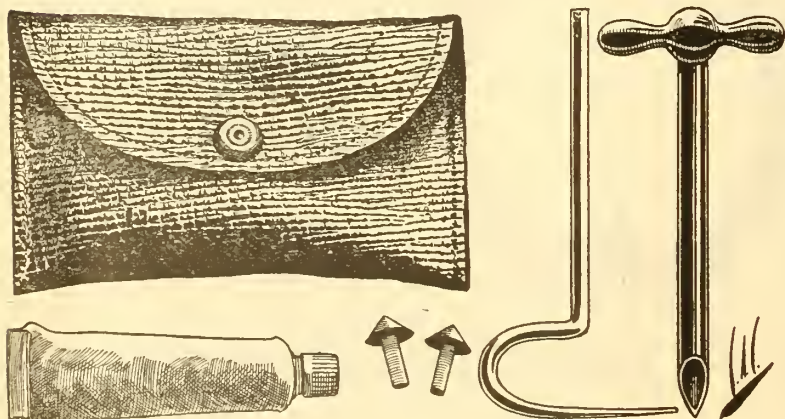
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358-366 Dearborn Street, CHICAGO.

The... Heywood Tire Repair Tool

Instantly Repairs either Single or Inner Tube Tires of any make



SIMPLE, LIGHT, EFFECTIVE, QUICK.
PERFECT REPAIRS INSTANTLY PERFORMED.

Retail Price, \$1.00. Terms to dealers on application.

Messrs. A. & A. T. HEYWOOD, City.

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Gentlemen: I have carefully examined the working of your repair tool; have seen three punctures in an M. & W. tire repaired perfectly without removing the inner tube. While on a Palmer tire you simply make a punctured place as sound as a new tire. Every rider should have one.

N. H. VAN SICKLEN.

Manufactured by A. & A. T. HEYWOOD.

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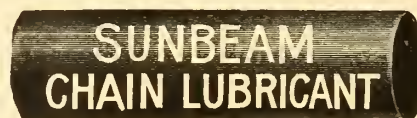
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THE Andrae Cycle Catalog.

TELLS ALL ABOUT THE MOST UP-TO-DATE WHEEL.

Julius Andrae Cycle Works,
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"Nature Smiles Through Sunbeams."



The best Compound for Chains ever offered.
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In every part and particular
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More expensive and higher grade material, and more expensive and more skillful workmanship is embodied in the ERIE, than has ever before been employed in the construction of any other cycles.

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The League Chainless

LEADS TO TRIUMPH
AND VICTORY !!!

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Newark and Philadelphia Road Race, 100 Miles,

One League Chainless entered with 500 competitors.

Race won by **Frank Silvers** on a LEAGUE CHAINLESS,
breaking all previous records of the course—and that
on one of our regular road machines.

We told you there was speed in bevel gears.

*This is our first victory and we will show you
more later on.*

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THE LEAGUE CYCLE CO.

HARTFORD, CONN.

Simplicity Tires fitted on all wheels when so
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They Take the Lead.



LOVELL Diamond Cycles

Up to date and ahead of all others in improve-
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Manufacturers, Boston, Mass., U. S. A.

AGENTS WANTED.
CATALOGUE FREE.

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Thieves Can Ride Bicycles

One of them may ride yours!

Register it with us and it won't
make any difference--TO YOU.

**The Wheelmen's
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REGISTRATION
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Write for Particulars...

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Best Wheel on Earth.

FITTED WITH THE BEST TIRE.

Very important improvements have been made in the

DERBY for '94.

Tread narrowed; front sprocket removable without removing
crank; rear sprocket held with a jam nut is reversible, and
hardened dust-caps with an ingenious oiling device in them,
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PEASE CLINCHER TIRE

'94 WHEELS READY.

'94 CATALOGUES READY.

SEND FOR ONE.

AGENTS WANTED.

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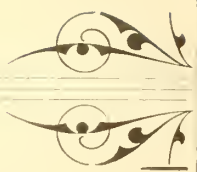
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MENTION THE BEARINGS

THE BEARINGS
CYCLING AUTHORITY AMERICA



The JAMES

MANAGER, JAMES BRIDGER....

James Cycle Impt. Co.

103 Adams St., CHICAGO.

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WHEN WRITING TO ADVERTISERS,
DON'T FORGET TO MENTION "THE BEARINGS."

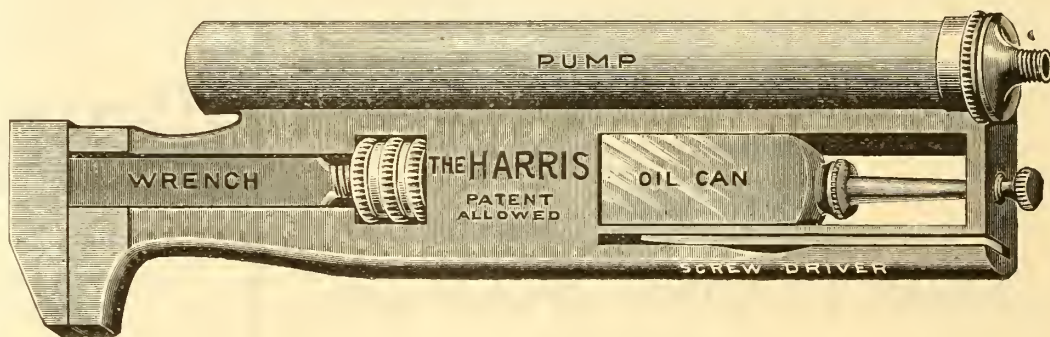
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WRENCH, OIL-CAN, SCREWDRIVER,
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Made of drop-forged steel, case hardened.
Weight 10 ounces, or 3 ounces less than all other
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FOR SALE BY ALL DEALERS.

Electrotype for catalogues on application.



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BEST ON EARTH FOR \$100.

WRITE FOR DISCOUNT AND TERRITORY.

Entry Blanks for Poorman Road Race now ready.

Forty-one Prizes, including \$200 time medal, Columbia Racer,
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ENTRY FEE, \$1.00.

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HOT WORK

fussing over punctured tires in summer. Get a tire that's
hard to puncture, and easy to repair, then you can have
pleasure unalloyed.

WHIPPET IMPROVED (cemented to rim)

is hard to puncture because the cover compound used is just right and makes the cover tough,
and yet flexible. The tube is lapped, instead of endless, hence a puncture is easy to get at.

Whether you want a tire for road or race, spare your-
self needless annoyance. Ride the Whippet and

KEEP COOL



NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS.

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15 PARK ROW, NEW YORK.

"PUNCTURELESS ARMOR" IS THE BEST.

12 REASONS WHY.

From Data on hand.

- 1st. It is covered in various forms by three patents.
- 2d. All others are poor imitations in some form.
- 3d. It was the first put on the market in AMERICA.
- 4th. The only one tested before 30,000 people in a public show.
- 5th. Over brad-awls, wire nails, and barbed wire fencing.
- 6th. The lightest of all—for it weighs but 3 ounces.

- 7th. The thinnest and strongest of all.
- 8th. The only one guaranteed or money refunded.
- 9th. The cheapest of all for any one can put it in a tire
- 10th. About 600 agents selling it and doing well.
- 11th. About 7,000 sets in daily use and giving satisfaction.
- 12th. No one can afford to ride daily without it.



MORE AGENTS WANTED.

Circulars and terms sent.

Made only by

PUNCTURELESS TIRE ARMOR CO., Hagerstown, Md.

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BEACH BELL.

Most Complete Line. Lowest Prices. Absolute Guarantee.

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SOLE MANUFACTURERS OF THE

CELEBRATED

Ostergren and Perfection Trouser Guard.

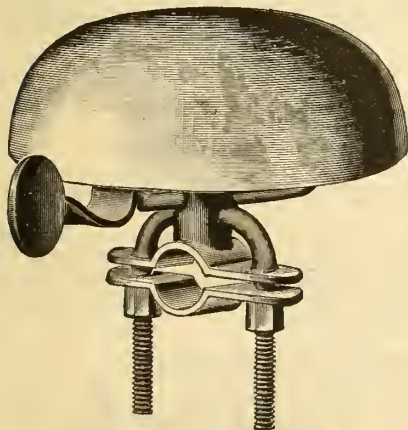
BELLS, LAMP BRACKETS,

OIL HOLE COVERS, etc.

LIBERAL DISCOUNTS TO JOBBERS.

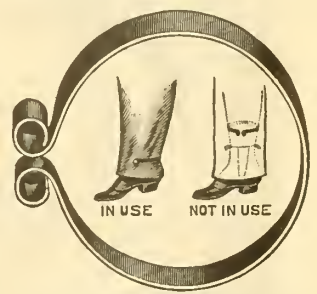
BEVIN BROS. MFG. CO.

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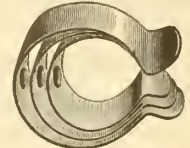
Diameter, 2½ inches.
Weight, 5 ounces.

Mention The Bearings



Patented U. S. Feb. 17th, Mar. 3d, 1891.
Canada Mar. 16th, 1892.

OIL HOLE COVERS.



...The...

Elmore

It will please you
and will sell
on its merits.

MADE BY

Elmore Manufacturing Co.,

ELMORE, OHIO.

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THREE MONTHS' BICYCLE TOUR ...IN EUROPE...

EXPLANATION This tour is organized by two French gentlemen to show those fond of cyclism the finest cities and the picturesque panoramas of Italy, Switzerland, France, and Belgium. It will end by a visit of some days to the great International Exposition of Antwerp.

TIME This excursion will last three months from the departure from New York to the return at the same city.

DEPARTURE The members of this party will sail from New York by the North German Lloyd Steamship Company on July 5, and will reach Naples twelve days after.

CITIES VISITED Naples, Rome, Pisa, Genoa, Pavia, Milan, Como, and the Italian lakes in Italy. Lugano, Lucerne, Berne, Fribourg, Lausanne, and Geneva in Switzerland. Nantua, Bourg, Dijon, Tonnerre, Sens, Fontainebleau, and Paris in France. A stay of a week will enable the party to visit the French Capital, its wonders, and its beautiful surroundings, like Versailles, Rambouillet, etc., etc. From Paris they will go to Brussels and Antwerp in Belgium.

RETURN The excursion will sail back to New York from Antwerp either by the Red Star Line or the American Line from Southampton, so as to give to those desiring it the opportunity of visiting London, at their own expense. This tour being organized for those who are fond of cycling (amateurs) not more than 45 or 50 miles a day will be ridden. This distance may easily be covered by a wheelwoman on the roads of the above mentioned countries.

COST The cost for each person will be \$550.00. This will include: First class cabins on board of the steamers and first-class accommodations in all the hotels on the Continent.

COSTUME Every one will wear the costume he prefers, and a badge with the American National Colors will be delivered to each at the departure from New York.

BAGGAGE Fifty pounds baggage for each excursionist will be sent free from city to city where the excursion will stop at least one day during the three months.

MACHINE The care of the machines and the cost of having them repaired, if necessary, must be paid by their owner. Every machine must be simply crated as required for the crossing by the Steamship Company.

CONDITIONS The amount of \$550.00 will be paid as mentioned below: \$100.00 in subscribing, and the rest four days before sailing from New York. Every person who having paid his \$100.00 and who can not come will receive \$50.00 back, the other \$10.00 remaining the property of the Company, but will be placed to his credit on the next excursion.

Two excursions will be started each year from New York, one in February and one in June.

N. B. This excursion being a strictly bicycle tour, if one of the party uses the railway, he must pay his own expenses.

For further particulars apply to

Mr. Eugene Fay, 3007 Groveland Ave., Chicago.

Previously 1612 California St., San Francisco, Cal.

OR

Mr. L. C. HUNTER, care Fuller & Co., corner Front and Pine Sts., San Francisco.

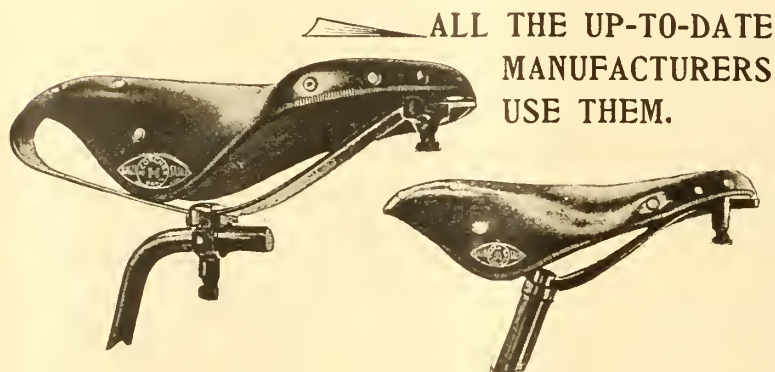
Mr. J. A. McGUIRE, care "Cycling West," Denver, Colo.

Mr. W. SACHTLEBEN, 421 N. Seventh St., St. Louis, Mo.

MENTION THE BEARINGS

SAGER SADDLES

High-Grade Leaders of 1894.
Lighest, Strongest, and Easiest.



ALL THE UP-TO-DATE
MANUFACTURERS
USE THEM.

Sagers in front of you,
Sagers to the left of you,
Sagers to the right of you,
Sagers everywhere.

Rich & Sager Co., Rochester, N.Y.

Manufacturers of the BEAUTY CHILD SEAT, the most
popular bicycle specialty on the market.

MENTION THE BEARINGS.

GIVE US YOUR ATTENTION
FOR ABOUT A THOUSAND
YEARS.

This request may seem unreasonable, but you will
forget all about it when you see what we have to
offer.

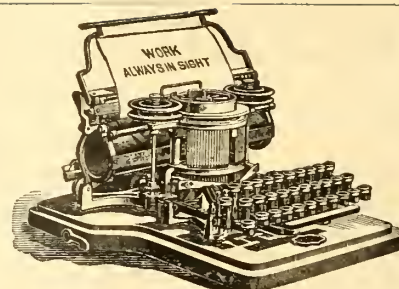
Columbus No. 7 } \$90
Highest Possible Grade, 28 lbs.

Columbus No. 7 } \$100
Special, Wood Rims, 25 lbs.

PLEASE WRITE US.

COLUMBUS BICYCLE CO.,
COLUMBUS, OHIO.

MENTION THE BEARINGS



UNIVERSAL KEYBOARD.

The Hammond Typewriter's

LEADING POINTS.

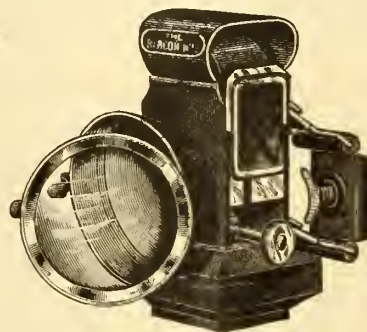
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|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPEED | —Highest record easily acquired by any one. |
| ALIGNMENT | —Perfect and permanent. |
| TYPE | —Instantly interchangeable (all styles and languages). |
| IMPRESSION | —Uniform, being independent of touch. |
| PAPER | —Takes any width, also 20 yards in length. |
| KEYBOARDS | —Adapted to the requirements of all operators. |
| WEIGHT | —18 pounds in case, hence suitable for travel or office. |
| DURABILITY | —"Its general mechanical construction is excellent, the wearing surfaces are so extensive and well fitted as to insure precision of action for a long time, and all of the parts are of such construction that they can readily be replaced."—Report of the Committee on Science and the Arts, Franklin Institute. |

DO NOT FAIL TO INVESTIGATE THESE CLAIMS.

The Hammond Typewriter Co.

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198 LA SALLE ST., CHICAGO.



BEACON AND MIDGET.

Bicycle Lamps

We are offering HIGH-CLASS Goods of American manu-
facture at fifty per cent better prices than you have ever had
offered you.

DEALERS, SEND FOR SAMPLES
OF OUR LINE

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The Geo. Pearce Co.,

ROOM 34,

Factory, Indianapolis.

21 Park Row, NEW YORK.

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THE BEARINGS
Cycling Authority America



MENTION "THE BEARINGS"

When you write for catalogue
of the up-to-date

METEOR WHEELS

METEOR CYCLE MFG. CO.

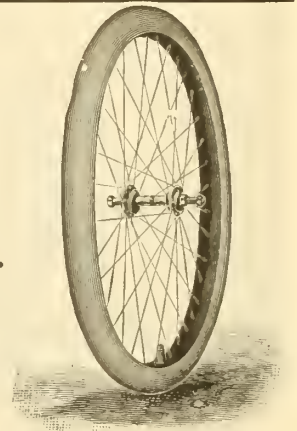
Battle Creek, Mich., U. S. A.

WHEELS FOR BICYCLES AND SULKIES.

WHEELS OF ALL GRADES FOR SAFETY BICYCLES.

Hubs, Spokes, Nipples, Rims. Tires of all kinds.

Large and Small Manufacturers and Dealers Supplies.



I. A. WESTON & CO. - - JAMESVILLE, N. Y.

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(INCORPORATED.)

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AUCTION SALE OF BICYCLES A SPECIALTY. Advances made. Our next sale of Bicycles will be on Saturday, the 7th of July, and on every Saturday thereafter, during the season. Correspondence solicited. Account sales rendered and Settlements made in Cash day after Sale Refer, by permission, to the Hyde and Leather National Bank. Telephone—West 592.

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We are Western Agents for Eagles!

SOLE AGENTS FOR PULLMANS!

And handle a complete line of cheap and medium grade bicycles.

WRITE US FOR PRICES BEFORE YOU BUY FOR NEXT SEASON.

We can give you a complete line—all grades, and at the right prices.

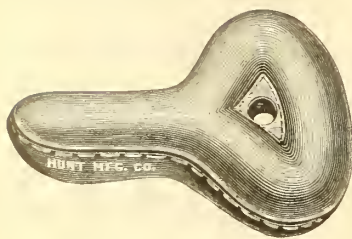
WOODROUGH & HANCHETT CO.,

MENTION THE BEARINGS

38 and 40 Lake Street, CHICAGO.

THE BEARINGS
Cycling Authority America

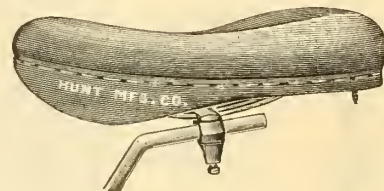
WE BEG PARDON, GENTLEMEN



TOP VIEW.

But the fault is not wholly ours. You have ordered so many of our new pneumatics that we could not fill very promptly. We are doing better now. We are glad that you like them, however.

HUNT MFG. CO., - WESTBORO, MASS.



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CHICAGO, ILL., AND SPRINGFIELD, MASS.

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New York Depot: **JOHN S. LENG'S SON & CO.,** 4 Fletcher Street, New York City.



FENTON WHEELS

ARE

Unquestionably high grade.
Made of the finest materials.
Beautiful in design.
Light running.

HAVE

The Fenton Adjustable Handle-Bar.
Built-up Wood Rims.
Southard's Cranks.
Perry's Chains.

WILL

Challenge comparison. Sell on their merits.

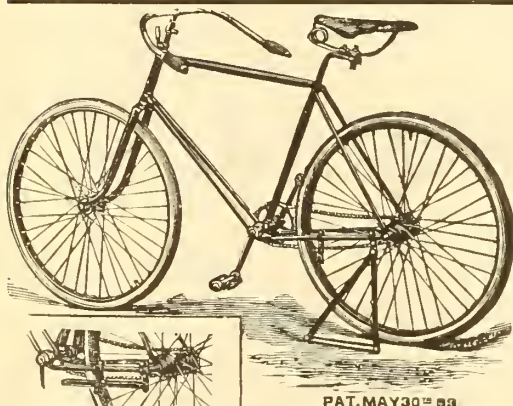
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CORRESPONDENCE WITH DEALERS SOLICITED.

Fenton Metallic Mfg. Co.

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JAMESTOWN, N. Y.



PAT. MAY 30 1899.

Whipple's Portable Safety Stand

Always where you want it.—Viz: On your wheel.
Weight, 10 to 14ozs. Price, \$1.00.

Retail Dealers

That are "not in Business for their Health,"

are invited to investigate the merits of the "Portable Safety Stand" shown herewith. By "portable" we do not mean a stand for store use that is not fastened to the wall or floor, but a Simple, Substantial, Practical device that is adjustable to fit any style or make of wheel, is attached to same, and carried with you wherever you go, by closing it into a straight piece, and into spring clips under the rear fork, so that it is out of the way, and can not rattle or fall, and that will hold the wheel firmly in an upright position anywhere, as well on the ground or lawn, as on the walk or floor. A good many claims, you think? Well, if it doesn't do all we claim, it doesn't cost you anything; so it will pay you to give it a trial. Send \$1.00 for sample, prepaid to any address, where we have no agent—give it a trial, and on the first order for one dozen or more we will refund the amount over the wholesale price paid for sample, or to reliable dealers we will send C. O. D. on receipt of 25 cents to insure express. Prices to the trade that will pay you for your trouble. Now is the time to order. One dealer only in each town is all we want.

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C. J. WHIPPLE,

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CLEARANCE SALE.

Terms (to those who have accounts with us): 10 days from date of invoice. Delivery: on cars or to express company at Peoria, Ill. These are our only prices, and apply only to the stock named. All these goods are offered subject to previous sale. In ordering, if you can use something besides your first choice, please name second choice, as the first is liable to be sold.

Shoes for Dunlop Tire. All New.

	Price each.
48 28 x 1 1/4	\$3.50
23 28 x 2	3.50
5 30 x 1 1/4	3.50
1 30 x 2	3.50

Tubes for Dunlop Tire (Valves included). All New.

12 28 x 1 1/4	\$1.50
2 28 x 1 1/4	1.50
12 28 x 1 1/4	1.50
2 28 x 1 1/4	1.50
2 30 x 2 3/4	1.50
1 30 x 2	1.50

Order tube and shoe together and get complete tire at price of \$5.00.

Solid Tires. All New.

	Price each.
13 28 x 7/8	\$1.00
12 30 x 7/8	1.00

Cushion Tires. All New.

52 28 x 1 1/4; 3/4 hole	\$1.50
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Saddles.

5 New Sager Scorchers Saddles, 3/4 clip	\$1.00
6 Second-hand Sager Scorchers Saddles, 3/4 clip	.50
6 Second-hand Middlemore Racing Saddles, 3/4 clip	.50
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1 New Ben-Hur Saddle, 3/4 clip	.50
2 New Garford Scorchers Saddles, 3/4 clip	1.00
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Price each.

12 New Brooks, B83 Saddles, 3/4 clip	1.50
4 Second-hand Brooks B83 Saddles, 3/4 clip	.75
6 New Brooks B85 Saddles, 3/4 clip	1.50
3 Second-hand Brooks B85 Saddles, 3/4 clip	.75
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5 New Brooks B17 Saddles, 3/4 clip	1.00
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Pedals.

Per pair.

6 Pair Rat-trap Pedals	\$3.00
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Pedal Rubbers.

Each.

180 3 1/2-inch	\$0.15
423 4-inch	.15
Either of above	Per set of four. .50

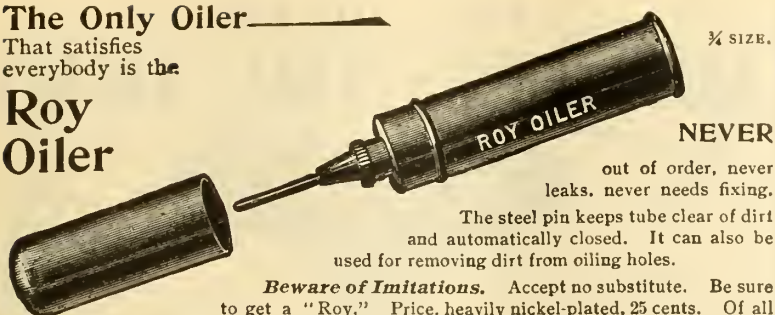
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KINGMAN & CO., PEORIA, ILL. ST. LOUIS, MO. KANSAS CITY, MO. OMAHA, NEB. DES MOINES, IA.

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CYCLING AUTHORITY AMERICA

The Only Oiler
That satisfies
everybody is the
Roy Oiler



NEVER out of order, never leaks, never needs fixing. The steel pin keeps tube clear of dirt and automatically closed. It can also be used for removing dirt from oiling holes. **Beware of Imitations.** Accept no substitute. Be sure to get a "Roy." Price, heavily nickel-plated, 25 cents. Of all dealers, or mailed on receipt of price. Write for circular and trade prices. **ROY OILER MFG. CO., 77 Warren Street, NEW YORK.**



THE FIRST and THE BEST

Do not allow your orders for

HEATH BALL VALVE PUMP

And UNIVERSAL COUPLING

to be filled with infringing imitations. If your wholesaler can not or will not fill your orders with our pump (he certainly can buy them from us), **we will**, and at a price that will interest you.

Remember, we repair or replace any broken pump of our make, if sent to us, **free of charge.**

RETAIL PRICE, \$2.
Dealers send for revised wholesale prices.

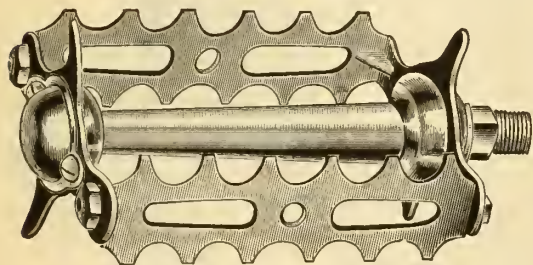
S. F. Heath Cycle Co.

MINNEAPOLIS, MINN.

THE ELASTIC TIP CO. are New England Agents
Boston, 255. Mention the Bearings

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Is now Manufactured **ONLY** in the



Niagara Cycle
Fittings Co.'s
New Plant.

41,000 Pairs sold in 1893, and not a pair returned. Capacity for 1894, 500 Pairs per day.

No old tools to patch up, and no old stock to work off.

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198 and 200 Terrace, **BUFFALO, N. Y.**



The "HUM-DOO."

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....BY THE....

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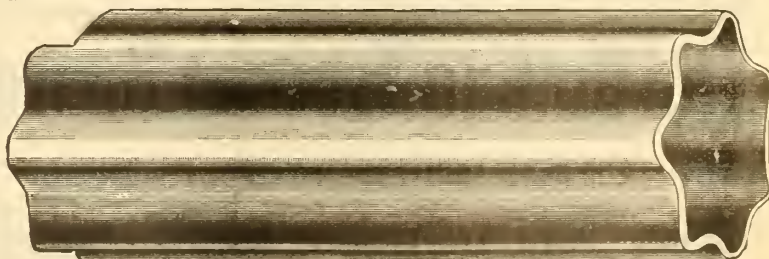
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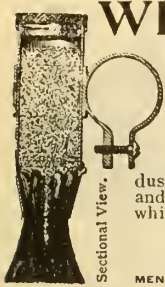
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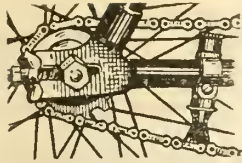
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THE BEARINGS
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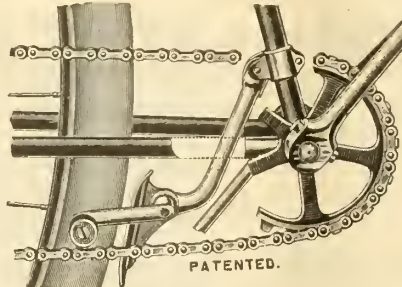


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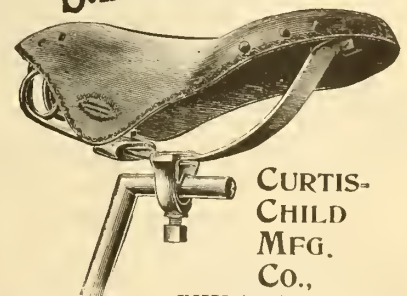
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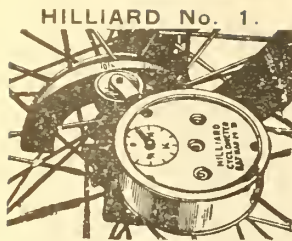
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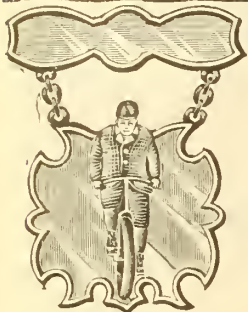
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THE LIGHTEST TO FIT YOUR FRAME
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AFTER YOU HAVE FOUND

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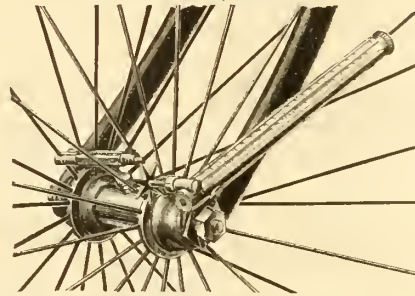
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Send for Catalogue of Sundries.
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The SIMPLEST, CHEAPEST, most accurate and durable Cyclometer on earth. NOT A WHEEL IN IT. No hands. No dial. Any boy can take it to pieces and put it together in a minute. Registers either a 28 or 30-inch wheel without change (a seeming impossibility); measures 100 miles; weight 3 oz. A handsome ornament to any wheel. Dealers write for discounts to

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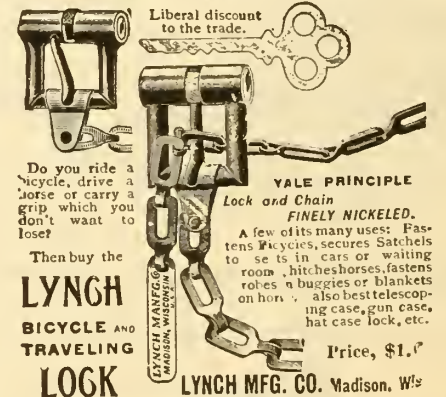
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YOUR WHEEL**

wear—for enjoyment, for appearance and to save your walking clothes—one of our

**Bloomer
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It includes Coat, Bloomer, Trousers of the best all wool cassimere, and Stanley 1894 Cap. Suit Delivered Free. Write for samples and booklet telling all about our complete bicyclist's outfit—Free.

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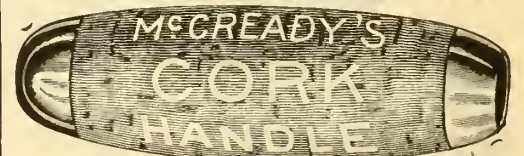
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FINELY NICKELLED.
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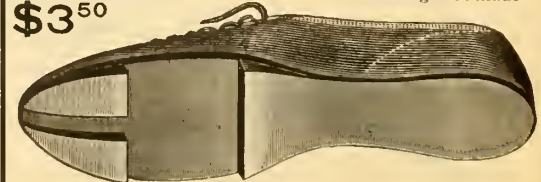
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RACER SHOE
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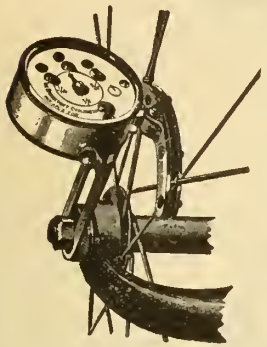
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= THE WAY TO DO IT =**

**USE EAST INDIA
STICK
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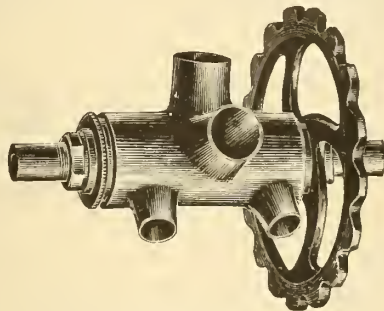
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Rims,
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Improved facilities and
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BOUGHT, SOLD, AND EXCHANGED.

Spot Cash for Bargains. Big Discounts on all New
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The noonday rendezvous of Chicago cyclists.

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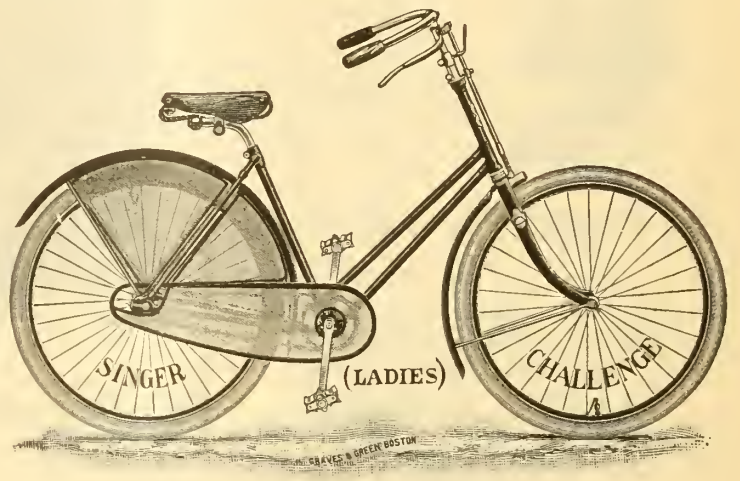
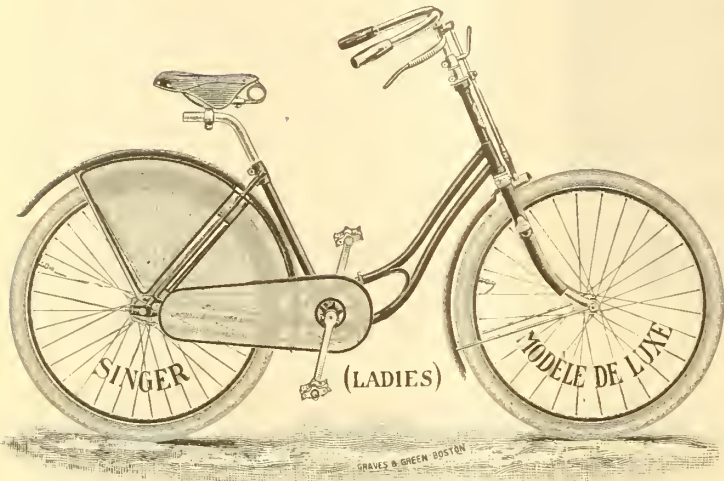
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RELIABLE AGENTS WANTED.

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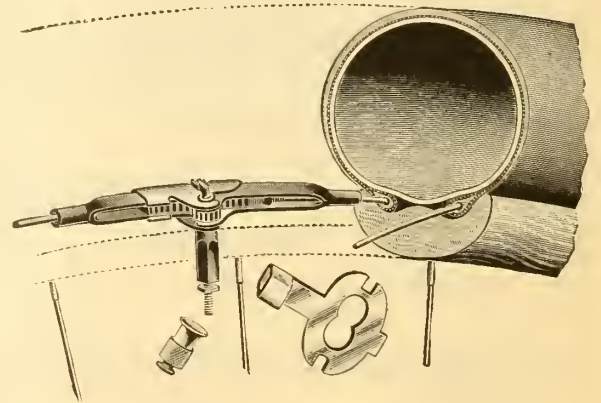
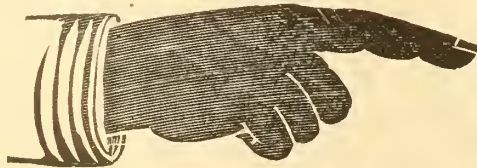
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YES!

It was done on this tire.



NO, not by a man who was paid for it.

OH, YES! We are talking about the Elgin-Aurora Twenty-two Mile Road Race.

*The race was won on the WEBB TIRE, which also took Five
out of the first ten places.*

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These Warm Days
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KEEP COOL

Don't worry over which is the "best cycle on earth"—
that's an easy one; 'tis

America's
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HERE WE ARE AGAIN!

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This is
Mr. ARIEL
LIGHT
ROADSTER.
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He is an
APOLLO
of Grace and
Strength.
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WEIGHS TWENTY-SIX POUNDS IN HIS STOCKING FEET.

Let us give you his autobiography in our Art Catalog and "Reasons Why."

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You can be as SURE

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Absolutely sure of a satisfactory wheel, or take the chances of a poor one! Everything about a "KENWOOD" makes a buyer pleased--nothing disappoints him.

That's the make to select.



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DESCRIBING LATE IMPROVEMENTS.



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1:56

J. S. JOHNSON

1:56

(Fastest Rider in the World.)

ONE MILE

(World's Record).



WALTHAM

(June 18, 1894).

...THE STEARNS...

(The Fastest Wheel. The Best Wheel.)

E. C. STEARNS & CO., Syracuse, N. Y.

1:56

1:56

MENTION THE BEARINGS

THE BEARINGS

Vol IX
No 24

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JULY 13, 1894.

BLISS AFTER THE MILE.

Julian P. Thinks That He Can Beat Johnson's 1:56—The Attempt to be Made Saturday at Waltham.

BOSTON, July 7.—Now that the Waltham track holds the world's record for the mile, the other manufacturer's teams are looking that way and casting longing glances at the metalithic surface, with records for their own people in view.

It is a funny thing, this record business—to any one who knows the real true inside of it. The public read a newspaper despatch which says that John Smith, at such and such a track, made such and such a record, and that he was paced by such and such men, and the names of the timers and all that sort of thing. But they do not know that the eyes of every manufacturer in the land, who has a racing team on the path, is on the track and scanning that newspaper report for the mark, which he anxiously compares with his own men's marks. Then if it is lower than any mark held by his men, he immediately begins to be troubled with insomnia till his men have lowered the new figures. Really there is no danger that the mile record won't get down far enough, because there will always be this constant itch on the part of the great makers to have their own men and no one else's make and own the record.

Waltham jumped so suddenly into the public view as a record track that all the manufacturers are not yet sufficiently familiar with it to risk sending their big teams here for a

Try at the Records.

And then they are apt to be a bit skeptical about a track they have not seen at any time. But there is one man in this racing business who, to use a vulgar expression, "knows his business two times." That man is Manager Atkins, of the Rambler team. Last Tuesday, the day before the Fourth, he came to Waltham with Bliss, Lumsden, and Githens under his arm, all done up in a nice brown paper parcel.

He looked at the track and whistled softly to himself, and Bliss nearly broke his neck trying to get into his racing togs to try the surface. He thought it was a pretty good one, but he was not sure. He was sure the minute he got on to it. In fact, he was dead stuck on it, as every racing man has been who has seen it at all. Then came the Fourth, when Bliss won every Class B event he rode in, and that was every one on the card. He astonished the crowd by his magnificent pull-away, but that is neither here nor there. The team did not leave the track the next day, nor the next, nor the next—in fact they are still here. And they are going for that record of 1:56 on the track next Saturday afternoon.

It is simply a case of the long head of that Atkins man. He knows a good thing when he sees it, and he sees it just about Waltham as far as tracks go. He told W. D. Bradstreet, who owns the track, that it was the fastest and best track in the world, and he had seen them all. By the way, I am told that Dan Canary has put on black. He says he never expected to see Springfield lose her place and standing, but he is forced to admit that Waltham is fast gaining her place and thinks that by the end of the year

Waltham Will Hold the Records

in two years' life that Springfield has been years gathering. And it is truly the fact. In appointments the track is far and away ahead of Springfield, and in surface—but there, 1:56 tells that story, and Bliss says he can do it easily in 1:51.

Well, to resume the thread of this narrative, Mr. Atkins became so very much impressed with the scheme and the track that he wired the G. & J. people to send him orders to camp at Waltham till he could find that mile record and find it lower than Johnson left it.

Of course the house was glad to see that this Atkins man was up to snuff and tending to their business so cleverly, and so they wired that they were willing and for him to go ahead and make a camp and name it anything that he wanted to. So he cancelled racing dates for his devoted team at New York and Baltimore and other small towns, and he has camped down in Waltham and begins training his pacers for the great event next Monday.

He has wired Chicago for three tandems, and unless the strikers steal them to ride away from the troops on, they will soon be here. Arguments are on foot for the securing of competent pacemakers. They will probably

be Githens, Lumsden, Dan Connolly, who has just joined the B ranks, A. W. Warren, Cutter, and P. J. Berlo.

These men are all good men, and ought to pull little Bliss round the oval in record time. There will be three racing events to cover the law of record performances and all will be in readiness for the trial by Saturday. Bliss is feeling

In The Very Best of Condition,

and his friends say that he can certainly do the trick if his pacemakers can go fast enough to keep out of his way. As one of the men said, "Hitch him on to a locomotive and he would keep his pace." [Bliss is said to have ridden a mile in practice last Tuesday in 1:59.—ED.]

By the way, in this connection, one of those Windle rumors percolated down from Milbury today. That is, that the tow-headed boy is going to lay low and say nothing till the fall, when he will again try for records against time. Here's prophesying that he won't do anything of the kind. I think this retirement is final without doubt.

There was another surprise thrown into the camp of the Waltham Club, one day this week, when all the Boston papers printed a New York despatch to the effect that the entire club team had been suspended from the track, pending investigation into their Class A standing. As the boys had just filed affidavits to the effect that they were as white as driven snow, this rather startled them. But it seems that it was but the official publication of the official news, and the previous publication of the same news was premature. But H. W. Robinson, of the National Racing Board, gave it as his opinion that the affidavits which the men filed already will cover the case without further trouble or anxiety on their parts. Thus endeth scare No. 2. Next!

Owing to so many counter-attractions, the jollification of this division over the passage of the bicycle bill, will be postponed from Saturday 14, for one week, to Saturday, July 21. It will be at the Point of Pines, a summer resort near Boston, and every man, woman, and child, who goes there on wheels, will be admitted free. A regular first-class fish dinner will be served at a cheap rate and

There Will be a Big Time Generally.

George A. Perkins has been away this week to Asbury Park, where he has been attending the good roads' convention and speaking at it, too. He looks brown and well.

By the way, the Metropolitan park commission, which has charge of the great park system surrounding this city, has repealed its regulation anent the lanterns on wheels. This act has received the applause and gratitude of all the wheelmen. Had it not been repealed, the rider would have been placed in a rather peculiar position. The park system belts the city and he would have been shut out from the city itself or could not have gotten out from it unless he carried a lantern, while both within and without the city gates the lanterns are "deposited in a cavity," to use an Everetism.

In one instance two parallel streets were respectively under the control of the city and the park commissioners. A rider crossing from one to the other would have been liable to arrest in the passage.

"Fired" Johnson and Eck.

SYRACUSE, N. Y., July 11.—Johnson and Eck were expelled from the Century Cycling Club at a meeting held last night. Charges of ungentlemanly conduct and an attempt to extort money from this organization were preferred against the pair. The expulsion is as big an injustice as ever was done a wheelman in the country. Johnson is entirely innocent, as is his trainer. Ten days have been allowed for answers in the case. The club threatens to throw Johnson out of the L. A. W. on information they have gathered, and wheeling circles here are greatly excited.

Zim Defeats Edwards.

PARIS, July 8.—A. A. Zimmerman made his first appearance at the Buffalo Velodrome today. He was matched for \$500 a side against Edwards, the English rider. In the first race, distance one kilometer, Edwards went to the front, closely followed by Zimmerman. On the third lap Zimmerman jumped and won by several lengths. The final lap, one-third of a kilometer, was covered in :23²/₅, beating the record. In the second race, two kilometers, Zimmerman won by a good length. Wheeler won the Maline's prize in the one-kilometer event, while A. T. Crooks ran second in the three-kilometer race for the Chantilly prize.

THE BOL D' OR.

Huret, The Frenchman, Wins The Twenty-Four-Hour Race, Riding 457 Miles 1,612 Yards—Shorland's Record Beaten.

PARIS, June 26.—Another seemingly 24-hour impossibility has been overcome. The Frenchman, Constant Huret, at 6:13 o'clock Sunday evening, June 24, finished 736 kilometers 946 meters, or 457 miles 1,612 yards, in the given time.

The accomplishment of such a feat required that he maintain an average of a fraction under nineteen miles an hour, including all stops. The figures are better than Frank Shorland's world's record by thirty-two miles.

Before the race was started the predictions all were in favor of the Englishman's record being beaten, and 440 miles was the distance practically counted upon. It was all the more a French victory because Lucas, the Liverpool-to-London recordman, and winner of second place in the last Bordeaux-Paris, was beaten off in the going after less than 12 hours had elapsed. The opinion among most of those who saw the race is that Lucas could not have won, even though he had not met with the bad fall which, soon after the start, rendered him unconscious for several minutes. He seemed a bit overtrained, and, moreover, he is not as good a man for track as he is for road. Lucas' admirable showing in the Bordeaux-Paris gave him plenty of promise for lasting the distance in the 24-hour struggle, and in England the opinion was quite liberally entertained that he would win in the latter event.

Williams, a Frenchman, notwithstanding his name, who won the 24-hour race at the winter track, was something of a factor, especially at the start, but he soon ran his own legs off and quit.

The eighteen who started away from the crack of the pistol at 6:13 o'clock Saturday evening were Huret, Lucas, Williams, Dorez, Robart, Dubois, Toppy (Italian), the two Allards, Meyer (Danish), Rivierre, Baraquin, Pachot, Ashinger (American), Champagne, Swiftness, Fortung, and Bertrand. The first to take the pace was Williams, and he started it at a rate which, in less than two miles, found six or eight of the novices lapped. At five miles

Huret Took A Tumble

at the "hoodoo" corner, but was up and away again. In a short time, however, he was compelled to dismount and take another machine, and this gave Williams still more advantage. But Huret was in no danger from Williams. He knew he had no such odds to fight against as he would have if such a man as Linton were in the race. Accordingly he waited until he was well warmed in the contest and then began "running rings around" Williams. Between 7 and 8 o'clock, he regained his losses and passed Williams time and again. Williams had spent his force, and, after an hour



CONSTANT HURET, THE WINNER.

of not very brave fighting, he gave up and quit the track. From that moment on, Huret had really no opposition, although there was considerable speculation upon how Lucas would show toward the latter part of the race. Lucas was suffering from his fall. One of the "Indians," of whom there is always a host flying around in all kinds of dangerous ways on the French

tracks, had clumsily come down the bank just as Lucas and Ashinger were making the turn by the training quarters, and a general mess was the result. Lucas fell on his head and suffered severe scalp wounds, and Ashinger escaped with a slightly bruised hip. Ashinger was away immediately, but Lucas lost four laps before he could proceed, and even then he had to ride so slowly that he failed to hitch on with the leaders.

Huret Commenced To Beat The Record

at 230 kilometers (143 miles), covering that distance in 6:32:29½. Dubois' 250-kilometer record of 8:02:47 went in 7:09:06½, and Schelmer's 7-hour record of 232 kilometers 694 meters, was raised to 245 kilometers 020 meters (152¼ miles). Lucas was then nearly six kilometers behind, and Meyer was



Scene during the 24-hour race.

another six to the bad. At the seventh hour Huret was nearly ten miles ahead of Shorland's distance in the Cuca cup race. In the first few hours the contestants who rode next to Huret were Meyer, Marius Allard, and Lucas.

Ashinger made a fairly good showing early in the game, but along toward daybreak he gave up the struggle and limped about with a sore hip. At the eighth hour the standing was: Huret, Lucas, Meyer, Allard, Rivierre, Ashinger, Bertrand, Dorez, Baraquin, Robart, Champagne. The contestant bearing the significant name of Swiftness was an early victim. During the first half of the night the colored lights were in full blaze, giving the track and surroundings the appearance of a fete, and the electric lights were kept going all night.

At the eleventh hour there was no change in the relative positions of the five leaders, and Huret had covered 371 kilos 671 meters (230 miles 1,654 yards). After Lucas' retirement during the twelfth hour Meyer took second place, and maintained it nobly. He was the real surprise of the contest. Heretofore he had been plodding along in various races without even making a good showing, and for this race he had been unsuccessful toward securing the backing of his manufacturer. At the twenty-second hour he had the temerity to make an attempt at passing Huret, but of course it was a struggle for nothing.

Rivierre, of whom little notice had been taken, had been improving the time during the latter end of the journey and made up many kilometers on his slower competitors, until at the finish he too was several miles to the better of Shorland's record.

The Crowd Grew Larger

and larger as the time for the finish approached, until the inclosure was well filled at the double prices which prevailed for the unusual event. A monstrous bouquet was brought on the track and presented to Huret, who proudly carried it around for two or three laps.

Huret sprinted the final lap, and immediately after he had passed the judges' stand he was surrounded by an excited crowd of two or three thousand people who jumped the fence and overran the place in defiance of the inoffensive French policeman. He was rather tired, but after putting on his street clothes he mounted a bicycle and rode home.

Huret is about twenty-four years of age and is a baker by trade. He looks much like a good-natured school-boy, and is not afflicted with self-importance. The people all concede that, had he been pushed, he could have covered twenty miles more. The affair resolved itself into a sure thing for Huret, barring accidents, after Lucas had given up.

The French are very jubilant over their success in surpassing the record of Shorland. The English are beaten, and that in itself is a great victory. It may be safely predicted, however, that in England there will be plenty of doubt concerning the performance, and all the more because, even in Paris, the scoring and checking was admittedly bad. Huret won about one thousand dollars for his performance.

Time and Distances:

	HURET.		MEYER.		RIVIERRE.		BERTRAND.		LUCAS.		WILLIAMS.	
HRS	KILOS	MILES	KILOS	MILES	KILOS	MILES	KILOS	MILES	KILOS	MILES	KILOS	MILES
1	38.250	23.77	39.160	---	37.	---	---	---	---	---	39.250	---
2	77.205	47.97	75.666	---	73.	---	---	---	---	---	73.333	45.57
3	111.666	63.39	109.333	---	105.	---	---	---	106.	---	---	---
4	145.218	90.24	140.666	---	136.	---	---	---	139.666	---	---	---
5	180.448	112.13	169.666	---	167.333	---	---	---	172.333	---	---	---
6	212.333	131.94	204.666	---	198.	---	---	---	207.	---	---	---
7	245.020	152.25	233.	---	222.666	---	---	---	239.666	---	---	---
8	276.966	172.11	262.666	---	251.333	---	235.	---	271.631	---	---	---
9	308.841	191.91	295.	---	281.666	---	262.666	---	303.508	---	---	---
10	341.105	211.96	327.333	---	310.333	---	290.666	---	336.772	---	---	---
11	371.671	231.36	358.	---	340.	---	321.333	---	367.338	---	---	---
12	403.180	250.55	389.666	---	370.	---	347.	---	370.666	230.33	---	---
13	430.185	267.32	419.	---	---	---	369.666	---	---	---	---	---
14	459.776	285.70	449.333	---	425.666	---	395.	---	---	---	---	---
15	487.	302.62	477.	---	452.	---	448.333	---	---	---	---	---
16	515.523	320.35	508.523	---	480.666	---	412.666	---	---	---	---	---
17	542.488	337.10	535.488	---	508.	---	465.666	---	---	---	---	---
18	570.070	354.24	562.070	---	534.	---	490.333	---	---	---	---	---
19	596.681	370.77	588.681	---	556.666	---	514.333	---	---	---	---	---
20	622.756	386.98	615.756	---	583.090	---	538.	---	---	---	---	---
21	650.130	403.99	642.666	---	608.335	---	542.333	---	---	---	---	---
22	678.453	421.59	671.	---	635.666	---	584.333	---	---	---	---	---
23	703.348	440.16	698.666	---	666.333	---	607.333	---	---	---	---	---
24	736.946	457.92	727.305	451.95	696.	432.49	632	392.72	---	---	---	---

time was given at 8 minutes. Wheeler won the second heat and for the final they divided honors, Wheeler coming in first and Zimmerman second. The "Italo-American" match, at one mile, was captured handily by Zimmerman, with Wheeler second, Nuvalari and Ferrario following a few lengths away. Zimmerman, Wheeler, and Troy are expected in Paris tonight.

J. M. ERWIN.

ZIMMERMAN IN ITALY.

FLORENCE, ITALY, June 26.—Zimmerman had grown tired of being asked by the management of the French track when he would be in condition to race. Their demands that he should ride before he was fit, irritated him so that he quietly packed up his grip and accompanied by Harry Wheeler and W. B. Troy, came to Italy, to accept the invitation of the Florentine Cycling Club to race in this city. Here it was that he made his debut as a professional.

The track upon which he raced is small, being about three hundred and eighty yards in circumference, but it has a fine cement surface and is well banked. It is situated in the midst of the public gardens and has the prettiest surroundings imaginable. Zimmerman rode his first professional race



The excitement due to the 24-hour record performance and the assassination of President Carnot has quite overshadowed the importance of

Zimmerman's Victories in Italy.

On Thursday, June 21, he won his heat in a so-called international race of 2,000 meters, easily defeating Pontecchi and Ferrario. Wheeler won the second heat from Courbe and Dani. The final was held over till Sunday. There came an Americo-Italian match of one mile, and Zimmerman sailed in first, with Wheeler second, Nuvalari third, and Guiseppe fourth. The time was 2:29 1/2.

When Sunday arrived Zim still had his riding legs with him and in the final of the international—this being 5,000 meters (three and one-tenth miles)—he easily defeated Pontecchi second, and Alaimo third.

Zim created something of a sensation by refusing to ride in the next race. He gave as a reason the fact that in the race he had just won Alaimo had made an effort to throw him on the track, a maneuver which had been seen by many others besides Zim. The race was won by Wheeler from Herty, Dani, and Pontecchi in 13:03 for five miles.

At Milan, June 25, Zimmerman won two races and Wheeler won one.

The first heat of the "internationale" of three miles was captured by Zim, with five lengths to spare, from Courbe, Ruscelli, and Buni. The

on June 17. He evidently did not try to win the first race, preferring to study his men and the track. He let Wheeler walk away with the prize and waited. The first race left a poor impression on the Italians and the opinion was freely expressed that Zim could not ride so very fast.

But how they did change their minds when the great international race was run! Three heats were run on the 21st, and the final on the 24th. Zim let himself out in this race and his speed made the home talent open its eyes. He simply rode rings around Alaimo, Nuvalari, Pasta, and the other Italian cracks; Wheeler was a good second. After that all the betting was on the Americans and all of the big prizes went to them.

The Americans Left for Milan

where they again defeated the champions. It is reported that Zimmerman will soon issue a challenge to the world, accepting any stakes at any distance up to fifty miles.

The attempts of the Italians to pocket Zim disgusted the ex-amateur champion. In nearly every race the local riders worked together and tried to play tricks on their visitor, but Zim has raced too long to be caught, and he simply laughed at them.

Before he left Florence Zimmerman rode the lap in :23 on the track. The best the Italians can do is :25 and :26.

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GEO. K. BARRETT, EDITOR.

STATUS OF CLASS B.

There are not nearly so many members of Class B at the present time as the knowing ones thought, at the beginning of the season, there would be. To be sure all the best men are in this class, and yet it numbers, all told, less than a hundred. The ranks are being added to each week, but slowly. There are a number of deductions to be drawn from this fact. The first is that the manufacturers are not falling over each other to get racing men. There are a number of teams in the field, but they are confined in every case to three or four men each. Another conclusion that may be drawn is, that racing men are chary of getting into the pro-amateur class until they are sure that they will be able to hold their own with the cracker-jacks. The Class B man who can run no better than "second to the bunch" in first-class company, will find few pot-hunts where he will not run against a goodly array of speed merchants of the first order. The speedy rider, on the other hand, who sticks to Class A can find many places where his prowess will net him a goodly number of prizes—worth much more in actual value than those he could win in the senior division. Still another conclusion to be drawn is that there are many men who prefer to remain amateurs, as the term is recognized by all the leading amateur organizations except the League of American Wheelmen. The sum and substance of it all is, that the man who is not good enough to earn a living as a bicycle rider had better stick to the Class A division. It means further what we have long predicted, viz., that professionalism is surely coming in this country, and that the L. A. W. will find itself in a position before long where it will have to recognize and govern professional racing. Chairman Raymond has long believed this, but he had too much sense to make any proposals to that end until the time was ripe for it. We have seen that professional racing could be run honestly, and we have at home and abroad a number of good professionals, and it is now rumored that John S. Johnson will soon be added to their ranks. A year from now—or at most two years—we look to see professional racing a permanently established feature in the United States. This is a bold prediction, but it is made advisedly after a careful study of all the signs.

JOHNSON IN A FIX.

The beauties of riding for an exacting club and of having a "foxy" trainer has been demonstrated to John S. Johnson. Johnson has, for some time, been riding under the colors of the Century Cycling Club of Syracuse. At the recent race meet of that club, Johnson won one race, and, in the half-mile, won twice, each time, however, exceeding the time limit of 1:10 that was placed on it. The race was ordered run over the third time, and Johnson not only refused to ride in it again, but refused to ride any more at the meet. This angered the officials of the Century club and they voted to expel both Johnson and his trainer, Eck. Not satisfied with this they have

threatened to produce evidence that will result in Johnson's being declared a professional, and Eck's being ruled off the track. The charges are that Eck, on behalf of Johnson, tried to extort money from the club, threatening that, unless the money was forthcoming, Johnson would not ride at the meet. They also charge that Eck received the munificent sum of \$10 with which to hire pacemakers for Johnson. We are not prepared to pass on the truth or falsity of the charges until we have fuller information, although we know that it is an old trick of Eck's to demand money from race promoters for the appearance of his proteges, and we know that this very thing resulted in no end of trouble between Johnson and Eck last year. We think, however, that the Syracuse club is in very small business. If they are not satisfied with the actions of the men that they were so anxious to get in their ranks not a great while ago, it should be sufficient for the club to drop them. The idea of protesting them to the Racing Board smacks altogether too much of petty spite.

THE RECORD FEVER AGAIN.

That most contagious disease, the record fever, is raging again. Johnson has already lowered the flying start, one-mile record, a peg, and now the Rambler aggregation are preparing for an assault on Father Time, and before these lines are fairly dry, the time may again be lowered. If these men succeed in cutting a fraction of a second off one or two of the existing times we may expect to hear that other teams have given up the chase after the elusive prize, and are going for records too. All this is very good in its way, but it will not do the sport half so much good as would be done by having all the speedy riders competing together in races. If it is necessary to have fast time let us have pacemakers in the races. The experiment has been tried often enough to prove that it is worthy of general adoption. It is soon enough to try for records when the actual racing season is over.

ZIMMERMAN'S ACCUSERS.

Reports of alleged double dealings on the part of Zimmerman in his races abroad have been furnished the principal American cycling papers. He has been accused of getting beaten to influence the betting and of other unsavory practices. It seems a little strange, to say the least, that a man, against whom there was never a breath of suspicion during the years that he raced as an amateur, should have turned as black as the "pro" of the Morgan-Eck-Prince school in so short a time. Until we have positive proof that the charges against him are well founded we shall continue to believe him the Zimmerman of old, a good sportsman and a fair rider.

A New Road Crack.

It is seldom that a man jumps into prominence in one day, as did W. S.



Furman, of Oran, Ohio, unless it be Nat Butler, of Linscott road race fame. For a new man to go in and beat such fast road riders as W. Van Wagoner, E. A. McDuffie, C. H. Peck, W. Bainbridge, and A. Gardner is something to be proud of. Furman accomplished this feat in the Poor-man road race on the Fourth. Starting from the 2:30 mark, he set most of his own pace, and won the handsome trophy put up by General Poorman in record time.

Very Near to Record.

PROVIDENCE, R. I., May 7. —The twenty-five-mile handicap race of the Rhode Island Wheelmen took place today.

There were ninety-eight starters. The first time prize was won by L. A. Callahan, of Buffalo, scratch, in 1:10:45, only 8 seconds behind the world's record. Second time went by E. F. Leonert, of Buffalo, also scratch. Van Wagoner went out of it on the first round. A. M. Shepard, of Meriden, Conn., won the race in 1:13:44. H. F. Morelock, of Providence, was second; Horace B. Hills, Jr., of Providence, won the first time prize for Rhode Island men, his time being 1:13:49.

Exercised Like a Horse.

At an eastern meet, a local blacksmith—at least he looked like one—came out on the track just before the races and started riding the wrong way around while swiftly speeding riders were flying around the right way. The intruder was told to come off the track or ride the right way. He had on long pants, presented a magnificent expanse of bosom and an alarming degree of swelled head. When warned there was danger, he replied in a very self-important manner, "I am exercising, and no horse was ever exercised the way of the track in which he was going to race." But he "came off," and took a position near the last in the novice race.

MACDONALD'S B DEBUT.

He Wins the Ten-Mile Invitation Race at the Riverside Wheelmen's Meet, Defeating Titus and the Murphy Brothers.

NEW YORK, July 9.—The fourth annual race meet of the Riverside Wheelmen of this city was held Saturday at Manhattan Field and was a decided success. There were fully 10,000 persons present and the enthusiasm was at highwater mark. All the bleachers and the open stands on the back-stretch were crowded, as were the grand stand and private boxes. The utmost discipline was maintained in the track management and the Riverside Wheelmen have once more clearly demonstrated their abilities as race meet promoters and managers. There was no one inside the inclosure during the running of the races, except the officials and actual trainers of the contestants. The policemen on hand to preserve order compelled every one inside the fence to sit or lie down on the ground during the running of a race, excepting the officials who needed no such orders. Up-to-date music was furnished by Brown's Military Band and served to keep the crowd in good spirits. There was no waits between races, the clerk of the course having secured extra help in the person of E. C. Bode, of Sterling fame, President Luscomb, made an excellent referee. Announcer Fred W. Burns used his megaphone in announcing the various events and results. The megaphone is a cone-shaped speaking trumpet, about four feet in height and made of papier-mache. An ordinary tone is carried fully half a mile when spoken through this apparatus and for once the entire assemblage knew everything that was going on. The entries were large, and scratches comparatively few. Large fields were the order of the day, but the excellent system which predominated all through, gave every one fair chances and in nearly every instance the best man won. Falls were few and those who did go down was not injured. Bliss, Lumsden, Githens, Tyler, Sanger, McDuffee, Van Wagoner and Warren did not show up.

There were

Plenty of Interesting Side Features

to make up for the failure of these men to come and all went as merry as the proverbial marriage bell. Titus tried for Johnson's track record at a mile (2:19%), and lowered it to 2:12%, paced by Miller, Steenson, W. F. Murphy, and Helfert. With better pacing he could have made better than 2:10. His fractional times were, :33, 1:05, 1:38%, and 2:12%. Separate quarters being done in :33, :32, :33%, and :34. That last lap should have been :30 flat, or thereabouts.

In Geo. C. Smith's attempt to lower MacDonald's track record for Manhattan Field of 1:04, he was paced by E. L. Blauvelt, the first quarter in :33, and G. F. Royce brought him home in 1:05%; second quarter :32%. Had Royce not ridden wide at the turn into the stretch, he would have surely finished a second better. It is a pity that Smith can not, or does not settle on a mount, as, with MacDonald out of the way, he will round into form soon and be king pin of Class A. At any rate, however, he has got to beat Royce, who lowered Smith's own quarter record at Clifton, July 4, by a fraction, and who seems to possess wonderful speed.

The Class A events were well contested, but, truth to tell, the crowd seemed to hanker for the Class B races. Just before the half mile, Class A open, Fred Burns announced that Raymond MacDonald would ride his last race in that class, being about to jump into the half and half class in the next race, which was the ten-mile invitation. MacDonald won the half quite handily, beating Royce and Blauvelt with a lot up his sleeve. Time, 1:11%; track competition record for a half-mile. George S. MacDonald, the affable Raleigh manager, fairly beamed with pardonable brotherly pride, as he surveyed the young Cæsar. Immediately following this event, and before MacDonald had been given time for a rubdown, the ten-mile event was called, and the conquering hero strode to the tape like a veritable Jack Prince, or any other old-time professional. The race itself is given in the summaries below, with all the fractional times. The affair was a spasmodic sprint, for which Freddie Titus can be blamed. He would drop back, and then sprint at a terrific gait for a hundred yards or more, and then slow up and let the field catch up. After five miles there were but five men left in it, the others having either met with trifling mishaps, or withdrawn. Many of those present would have given almost all they possessed to have had Billie Murphy win, and when "Old Bill" worked up on the eighth mile and got the lead, he was wildly cheered. Along the field plugged, all bunched with W. F. in the lead up to the bell-ringing lap, when that irresistible sprint of MacDonald's made its appearance, and puff—the visions of that \$400 diamond was gone to Willie. Titus waited about one second too long before he made his effort, and even then he came within six inches of winning. MacDonald tired badly coming down the stretch, and no credit should be taken from him by saying if or but. It was a race fairly won and honestly run, and the manner in which the crowd showed its admiration for the winner can hardly be described. After that soul inspiring, inch-by-inch, finish, it seemed as if by a common impulse, the one desire of the spectators was to carry MacDonald, shoulder high, to his dressing-room. And they did it, too. It was no mismanagement of the meet then.

The other events were not marked by any remarkable time or close finish. G. Minturn Worden, who objects to the name of "Pop," appeared on the grounds resplendent in a yatching suit of white duck, silk and kid. Some one said he was captain of a "fairy boat" and Cap smiled. At the same time he did not overlook the fact that young Steenson on a Remington won the one-mile (class B) handicap, and told the newspaper men not to forget it either.

Summaries:

One-mile novice, Class A, final heat.—Schultz, first; Dunn, second; Adsit, third. Time, 2:44%.

One-mile, Class A, 2:30 class, final heat.—G. F. Royce, first; F. F. Goodman, second; W. L. Darmer, third. Time, 2:40%. Goodman did not ride in the trial heats, but for some unaccountable reason was allowed to start in the final. There was a time limit of 2:40 placed on the race, but the referee decided that 2:40% was near enough.

One-mile open, Class B.—C. M. Murphy, first; F. J. Titus, second; E. C. Bald, third. Time, 2:33%. "Brother Char!" jumped at the beginning of the final lap, and before Titus and Bald could respond, he had opened up a big gap. Both men tried hard to catch him, but they could never get up, and Murphy won one length; Titus, second, half a length ahead of Bald. W. J. Edwards, of San Jose, Cal., made his appearance in this event, but quit at the end of the first lap.

Two-mile handicap, Class A, final heat.—E. A. Bofinger, 180 yards, first; C. Granger, 150 yards, second; C. M. Ertz, third. Time, 4:50. All three men were Riverside members. Raymond MacDonald was scratch man, but did not start, thereby virtually placing "Riverside" Smith on that mark.

One-mile handicap, Class B.—H. R. Steenson, 80 yards, first; H. H. Maddox, 100 yards second; E. F. Miller, 90 yards, third. Time, 2:19%.

Two-mile handicap, Class B.—W. J. Helfert, first; E. F. Miller, second; Oscar S. Brandt, third. Time, 5:17%. Won by a length; half a length between second and third.

Half-mile open, Class A.—Raymond MacDonald, first; G. F. Royce, second; E. L. Blauvelt, third. Time, 1:11%. This time breaks the record for the distance in competition. In this race Raymond MacDonald made his final appearance as a Class A rider.

Ten-mile special invitation race.—Starters: C. M. Murphy, F. J. Titus, W. F. Murphy, H. H. Maddox, I. A. Silvie, D. Connolly, W. J. Helfert, Raymond MacDonald. Raymond MacDonald, first; F. J. Titus, second; C. M. Murphy, third; W. F. Murphy, fourth; H. H. Maddox, fifth. Helfert quit on the fifth mile, Silvie on the fourth mile, and Connolly fell on the first half mile. The race was won by about six inches, in a terrific drive, two lengths between second and third, one foot between third and fourth, and a length between fourth and fifth. Times by miles: 2:31, 5:15%, 8:04, 10:37, 13:27, 16:19, 19:11%, 22:05, 25:12, 27:45%.

The various events were won on the following makes of wheels: One-mile novice, Columbia; one-mile, Class A, 2:30 class, Lyndhurst; one-mile, Class B, Stearns; two-mile Class A, handicap, Liberty; two-mile, Class B, handicap, Spalding; half-mile open, Class A, Raleigh; two-mile, Class A, handicap, Remington; ten-mile, invitation, Raleigh; Titus, mile against time, Spalding; G. C. Smith, half-mile against time, Union.

MORE ENGLISH RECORDS GO.

LONDON, June 30.—At Herne Hill, in weather of tropical warmth, the Surrey B. C. held their 100-mile scratch invitation race this afternoon. There were twenty-seven entries, and under a boiling sun twenty-two men started at 3:20 p. m.—rather inconveniently late, considering the length of the race. The pace was very warm indeed, for the first six or eight miles, but dropped somewhat when ten had been covered. Several tandem crews and a triplet paced the riders and enabled the second string when detached to rejoin the leaders. There was only a small attendance, although the grand stand was fairly patronized. There was a gentle breeze at the commencement of the race. J. A. Roberson, of Petersboro, Dance, Soanes, S. T. Edge, R. J. Isley, J. Michael (a seventeen-year-old youngster from Wales), and A. W. Horton formed the first string for miles. Record went at forty-nine miles. Fifty miles were done in 2:04:42½, the previous best being Stocks' 2:05:45%. In the hour 54 miles 475 yards (Dance) were covered, and in two hours 48 miles 377 yards—Michael leading. Fifteen men were on the track when this letter was closed. Wridgway was four laps behind, and Dance something more.

FUN AT ASBURY PARK.

ASBURY PARK, N. J., July 11.—The following racing men and trainers are rusticating here at the Norman House, in Ocean Grove, but a stone's throw from the sea: Sanger, Titus, Tyler, Bald, "Char!" Murphy, Miller, Helfert, Warren, George C. Smith, Doup, Coffin, Steenson, Maddox, Raymond, MacDonald, Bode, W. B. Young, Green, Silvie, Kennedy, Edwards, and Kirkpatrick. The routine work of the men is as follows: Breakfast at 8, loaf until 10, train at track until 11, surf-bathing until dinner time, then resting. The evenings are spent in general mischief-making and practical joking.

A special trainers' race will be contested tomorrow at the Athletic Association's grounds. F. E. Spooner is handicapper. Young is the favorite. The track is in grand shape for Friday, and yesterday when the races of the state division meet were held all the men wore their gay-colored racing suits into the ocean for a swim. It created a panic among the sedate Asburyites, but all enjoyed the frolic, especially the men.

A new organization, known as the "Stuffed Club," has been organized. As yet there are but few members, but at 12 o'clock tonight fully six applicants will be initiated. The riding of the goat consisted of being tied in a sheet and carried bodily to the ocean, where the victim is thrown into the surf. When he succeeded in getting out, if alive, the perpetrators all sang, "For he's a jolly good fellow." He is then pasted with BEARINGS' stickers and ornamented with a blue ribbon, the club emblem.

McDermott Off For France.

NEW YORK, July 12.—Joe McDermott, Zimmerman's brother-in-law, sails for France tomorrow to join Zim at Antwerp at the international championship.

John S. Johnson will not ride at Asbury Park July 12 and 13, and there is a well-founded rumor that he will on, or a little before that time, go for all Canadian records on a track, either at Toronto or Montreal, paced by two tandem teams.

The race meet at Danville, Ill., for August 1 has been declared off, as the dealers and club men of the city would not, or could not, raise the necessary capital, or spend the time to work on the meet.

PRINCE WELLS' RACES.

Although the Road Race Course and the Track Are Poor, Yet Some Exciting Contests Are Witnessed.

LOUISVILLE, KY., July 7.—Prince Wells' third annual road race and cycle derby is over. The time made in all of the races was very slow, but no fault can be found with the contestants, as the road and track were in a horrible condition, in fact they should be commended for the time they did make. The owner of the track has left it alone for a couple of years; no attention was paid to it until the Monday before the races, which were held on Saturday, when he began to work on it. The surface was very soft and it is a great wonder that more of the riders were not injured. Charles E. Tudor, of Cincinnati, ran over the embankment on Friday and broke a small bone in his left hand which will prevent him from riding for several weeks. Each one of the Class B men carried away a lot of scratches and bruises which will be cherished as souvenirs of the occasion. The management was excellent, notwithstanding the "roast" by one who was disappointed in not being asked to officiate. In the two-mile handicap for Class B riders, the riders were bunched in the first half of the first lap and showed such a loafing disposition that the referee stopped them and told them to start over and if the race was not run on its merits that it would be declared off; while this action has never had a precedent, it met with the approval of every one, even the men themselves declared it just and the race was run with

More Interest to the Spectators.

E. C. Johnson, of Cleveland, was riding in the seventh race with a loose tire and went down in the center of the turn and was struck by Conn Baker, whose wheel jumped in the air, the front wheel flying out with such force as to knock down a young man standing near. In a second six of them

One-and-one-half-mile handicap, Class B.—E. C. Johnson, Cleveland, 75 yards, first; Conn Baker, Columbus, 75 yards, second; C. E. Ganse, Washington, D. C., 90 yards, third. Time, 4:09½. Baker lost this race by looking back to see who was after him, when Johnson passed him on the other side.

Special race, one-mile novice.—Won by G. P. Fawcett. Time, 2:51½.

Half-mile heats, Class A.—L. B. Hedges, Sharpsburg, first; W. H. Seaton, Jr., Louisville, second; C. G. Pfeffer, Louisville, third. Time, 1:30. The first heat of this race was won by Daubert, who fell on the last turn, in his final sprint.

One-mile handicap, Class B.—C. E. Ganse, Washington, 60 yards, first; H. L. Dodson, Chicago, 75 yards, second; James Levy, Chicago, 25 yards, third. Time, 3:10.

One-mile handicap, Class A.—O. S. Kimble, Louisville, 140 yards, first; G. P. Fawcett, Louisville, 85 yards, second; T. W. Scholtz, Louisville, 115 yards, third; J. C. Mitchell, Louisville, 75 yards, fourth; L. B. Hedges, Sharpsburg, 50 yards, fifth. Time, 2:42. There is a lake in the center of the oval surrounded by the track, and in making the last turn, C. A. Harvey was thrown off his wheel and barely escaped going into the water.

Two-mile handicap, Class B.—James Levy, Chicago, 60 yards, first; W. H. Mullikin, Baltimore, 110 yards, second; C. E. Ganse, Washington, 110 yards, third. Time, 5:50.

Two-mile Auditorium Derby, one prize only, the Auditorium cup.—Won by H. L. Dodson, Chicago. Time, 6:00. The finish of this race was the most interesting of the Class B races, and looked as if it would be a dead heat between Dodson, Mullikin and Levy.

One-mile handicap, local riders only.—O. S. Kimble, 115 yards, first; G. P. Fawcett, 85 yards, second; W. H. Seaton, Jr., 75 yards, third. Time, 2:44½. The first heat was a dead heat between Kimble and Fawcett, which was run over with above result.

One-mile open, Class B.—James Levy, first; Conn Baker, second; W. H. Mullikin, third. Time, 3:02½.

The Fourth at Chattanooga.

CHATTANOOGA, TENN., July 4.—Nearly three thousand people attended the races given by the Mountain City Wheelmen at the park today. The meet was a complete success in every particular, and the club is to be congratulated on the first race meet given under its auspices. Not a single accident marred the success of the day. The sport was the best of the kind ever seen in Chattanooga. The new half-mile track just completed is magnificent, though a little soft yet, and a heavy wind blowing all the afternoon



Scenes at Prince Wells' Road Race.

were lying among a lot of tangled and broken wheels. Levy was the first to recover and jumping on a wheel standing near rode off after the two men who had not fallen and was only beaten by the second man by five feet. The wheel he rode was a thirty-four-pound, equipped with brake, bell, and lighted lantern, making a peculiar combination for a race. Of the Class B men Levy was decidedly the favorite of the audience, on account of his cheerful disposition and his efforts to make a pace to satisfy the audience. The winner of the road race is eighteen years of age and was not expected to make any kind of a show in the race. Luckily for Wells, the winner rode a Cleveland for which Wells is state agent.

The Road Race.

The course over which the eight and a quarter-mile road race was run was in a horrible condition. Part of the course had been torn up by the men repairing the street and could hardly be ridden. This accounts for the poor time. The fight for time was between Levy and Gardner, of Chicago. These men started from scratch with Bainbridge, who tied Peck for time in the Chicago road race. They soon dropped Bainbridge, however, and came on the track neck and neck. Levy had a better sprint and beat his rival out by two seconds. Levy's time was 27:12, and Gardner's 27:14. H. Caperton, of Louisville, got third time in 28:08. The race was won by Robert Adams, 5:00; E. J. Daubert, second; G. P. Fawcett, 3:30, third; W. R. Stout, 3:30, fourth; J. Wrocklage, 5:30, fifth, and George Reineker, 4:00, sixth.

Summaries:

Quarter-mile novice, run in heats.—E. J. Daubert, Louisville, first; P. Miller, Louisville, second; J. C. Mitchell, Louisville, third. Time, :41½, :41½, and :42½. The third heat was a very interesting one between the first two prize winners, as each had won a heat, and Miller was leading on the last turn when he fell.

One-mile handicap, Class A.—O. S. Kimble, Louisville, 140 yards, first; Percy Hopper, Cloverport, 100 yards, second; E. J. Daubert, Louisville, 90 yards, third. Time, 2:42½.

accounted for better time not being made. The splendid races aroused such an interest that successful meets in the future are insured.

Summaries:

One-mile novice.—F. H. Waterhouse, first; J. D. Craighead, second; Joe Miller, third. Time, 2:53½.

Quarter-mile open.—H. N. Kirby, first; Elmer Lewis, second; R. J. Arnold, third. Time, :33½.

Two-mile handicap.—H. N. Kirby, first; Elmer Lewis, second; R. J. Arnold, third. Time, 6:10.

One-mile open.—W. M. Brown, first; Elmer Lewis, second; H. N. Kirby, third. Time, 3:06.

Half-mile open.—H. N. Kirby, first; W. M. Brown, second; R. J. Arnold, third. Time, 1:26.

One-mile, Mountain City Wheelmen championship.—W. M. Brown, first; H. N. Kirby, second; F. H. Waterhouse, third. Time, 3:05.

Five-mile handicap.—W. M. Brown, first; Elmer Lewis, second; J. D. Craighead, third. Time, 15:50.

Horse vs. bicycle.—The most exciting and best race of the day was the one-mile dash between W. M. Brown and the trotting mare Bangle. After two or three attempts a good start was made. The horse at once took the lead and retained it up to the last stretch. Brown then rapidly closed the space between them, and about three hundred feet from the line the wheelman and horse were together. At that point excitement ran high. When Brown dashed by the horse and came in several feet to the good, hats were thrown in the air, and it seemed as if bedlam had been turned loose. Brown made the mile in 2:40½, and has been riding but a short time.

L. C. Johnson, of Cleveland, won a number of prizes at Cincinnati, but when he went after them, found a protest lodged against him, under the plea that he properly belonged in Class B. Johnson went before a notary and swore an awful oath he was pure and all pure and received his prizes. How like another epoch in history this was.

Waverley Winnings.

MINNEAPOLIS CYCLE TRACK ASSOCIATION.
Office, 703 Nicolet Ave.,

MINNEAPOLIS, MINN., July 2, 1894.

FRED PATEE, Indianapolis, Ind.

Dear Sir: I take pleasure in informing you that your "Waverley Racer," with "yours truly" up, scored first in two races at Morton, Minn., on the 28th.

I can not say too much for the good running qualities, and the great resiliency of your Waverley Racing Tires. There is some "get there" quality in the wheel that makes a man win a race whether he wants to or not. As you know, I have ridden a great many makes of wheels in races, and should by this time know what a wheel should be to make it speedy, and I can truthfully say, with "no axe to grind" spirit, that your Waverley Racer is now the speediest and strongest racing wheel on the market.

What puzzles me is how you can put up such an elegant wheel at so low a figure, \$50.00 and \$60.00, less in price than many others that are no better in any way. Allow me to congratulate you on your success in getting out such a fine wheel, at such a low figure.

Yours very respectfully,

COLIE BELL.

Winner in 1889 of the one-half and ten-mile national L. A. W. championships.

Colie Bell is, perhaps, as well known to the trade as any racing man in the country. He has been connected with the trade for twelve years, and is considered one of the best bicycle experts in America.

MORRISON, ILL., July 4, 1894.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: In the eleven-mile road race at Sterling this morning Mr. A. C. Adams won the time prize in 35:12 on the "Waverley." The "Waverley" scooped everything, the first three wheels to finish being "Waverleys," besides the time winner, Mr. Adams. There were fourteen starters, and twelve finished. All against a heavy wind. Mr. Adams was scratch man, the others having 9 minutes the start of him. A rather heavy handicap for an eleven-mile race.

The following is a list of "Waverley" riders, and their time in the order they finished:

Roy Baer.....	Waverley.....	37:20
Harry Burkholder.....	".....	38:47
A. R. Hager.....	".....	37:17
A. C. Adams (scratch man).....	".....	35:12

Respectfully yours,

S. M. LADD.

At Richmond, the Indiana State Division Championship races, July 4th, the *Waverley* got 6 firsts, 5 seconds, 5 thirds; five of which were state championships—3 firsts and 2 seconds.

THE *Waverley* has won its way to the top, purely on its merits, which accounts for the fact that there have been more of them sold this season than any other 28 pound bicycle made, regardless of grade or price.

Have You Seen Our 21 pound Wheel at \$100.00?

Full Information and Catalogue Free by Mail.

INDIANA BICYCLE CO.,

INDIANAPOLIS, IND., U. S. A.

GEO. E. LLOYD & CO., Exclusive Agents for Chicago.

Three stores—Cor. Canal and Jackson Sts., 593 W. Madison St., 297 Wabash Ave.

FROM QUAKERTOWN.

Unsuccessful Effort to Lower Dampman's Century Record—Five-Mile Road Record Broken.

PHILADELPHIA, July 8.—W. H. Swank, of the Philadelphia-Penn Wheelmen, started from Newark on Wednesday with the intention of trying to lower the record from that place to Philadelphia, held by Frank M. Dampman, of the Quaker City Wheelmen. Swank did not succeed in his undertaking, his time for the 101 miles being over two hours in excess of Dampman's, which is 7:36:00. There was a strong wind blowing and this is partly accountable for Swank's poor time. Abe Powell, the official handicapper of the Pennsylvania division, who started 3 hours in advance of Swank for the purpose of arranging the checkers, rode the distance in 8 hours. Swank will, in all probability, make another attempt under more favorable circumstances.

The Alpha Wheelmen had their third annual outing trip to the Delaware Water Gap last week. They left this city last Sunday morning at 6 o'clock and arrived at Bethlehem at 9 a. m., where a short rest was taken. They then followed the tow-path to Easton and the river road from there to the Delaware Water Gap, which they reached at 3 p. m. Here they stayed over night and on Monday started for Dingman's Ferry, at 6 a. m. The ride lay through a beautiful country, and the roads were so delightfully smooth that all had a most enjoyable time. Dinner was taken and a visit made to the Raymond and Silver Thread Falls. Milford was the next stopping place, then Port Jervis. The party returned to the Gap Tuesday morning and on Wednesday started for home, Philadelphia being reached at 2:30 p. m.

At Pottsville, Pa., on Tuesday evening, an exciting handicap race took place. The race was from Pottsville to Combola and return and the distance traversed was twelve miles. The winners were: Snyder, first. Time, 39:45. Lambruskini, second. Time, 35:10. Minker, third. Time, 37:10. Blank, fourth. Time, 35:54. Holt, fifth. Time, 41:26. Gehring, sixth. Time, 42:10.

The Racing Board has removed the suspension recently placed on R. P. McCurdy, W. A. Wenzel, G. B. Mershon, G. Grauch, and J. Heishley, of this city. These men, who rode under the regulations governing Class A, were ruled off, on June 23, on the charge of having their training expenses defrayed by a local cycling firm. This fact was disproved, and the men are once more

Free to Ride in Class A.

The new track of the Riverton Athletic Association, at Riverton, N. J., which was opened on last Wednesday, has sprung at once into popularity with the press, the cyclers, and the cycling public. The track is good and fast, but it is not yet perfect, as it needs a few finishing touches here and there. The surface will also have to be packed much harder. The association intends to leave nothing undone to improve their track, and before every thing is completed the Riverton path will be one of the fastest in the country.

As yet no dates for future events have been decided upon, but it is certain that the Riverton association will give one or two more meets before the close of the season. The Park Avenue Wheelmen, of this city, also intend giving a race meet there. It has also been proposed to have night racing at Riverton, and it is very likely that the fast amateurs will be riding by the aid of electric light some time next month. Plans have been prepared for the lighting of the track in such a manner that every man will be distinguishable at any part of the race. The Philadelphia-Penn Wheelmen have decided to change the name of their club to that of the Park Avenue Wheelmen. The present name has been found rather awkward, the club being known and spoken of as the "Philopena" Wheelmen. The change will take place just as soon as the Americus Wheelmen move into the old quarters of the defunct Park Avenue club on North Broad street.

Five-Mile Road Record Lowered.

The Quaker City Wheelmen held their regular road race yesterday over the regular course on Montgomery Pike, with a strong wind at the men's backs. The five-mile competition road record was lowered to 2:15 by W. A. Wenzel from scratch. Dampman and Thomson, the other scratch men, were also inside the old record. The finish of the first six men was as follows: W. A. Wenzel, scratch, first. Time, 12:15. F. M. Dampman, scratch, second. Time, 12:15½. O. K. H. Thomson, scratch, third. Time, 12:16. P. K. Manning, 30 seconds, fourth. Time, 13:00. A. P. Lee, 2 minutes, fifth. Time, 14:31. Joseph Estoclet, 30 seconds, sixth. Time, 13:03.

A short time after the race William Hall, of the Wissahickon Wheelmen, made an attempt on the record held by C. L. Lagan, of the Century Wheelmen, doing the five miles in 12:16¼. He was paced by Butscher, Griffiths, Estoclet, and Wenzel.

After a rather long wait the survivors of the Newark century run of June 9 are to receive their medals. There has been some trouble experienced in securing the returns of the checkers at some points along the route, otherwise they would have been out long ago. There are over four hundred to be distributed. Banners were ordered last week for the clubs bringing in the largest number of survivors. The Mercer County Wheelmen won first prize, the Quaker City Wheelmen second prize and the Time Wheelmen third prize. This is the official return. The Time and Philadelphia-Penn clubs were supposed to have been tied in the competition, but a careful recount revealed that the Time club finished twenty-eight out of twenty-nine starters, while the Philadelphia-Penn club had only twenty-

two survivors. The Turner Cyclers will be given a banner for having the largest number of survivors for the clubs with a membership of less than thirty-five members.

SPRINGFIELD NEEDS BETTER ROADS.

SPRINGFIELD, MASS., July 10.—There is little to interest Springfield wheelmen excepting the records made by Springfield club men in other cities. The weather has been almost too disagreeable for wheeling. The sand is too deep for comfort as soon as one leaves the gravel roads which surround the city on all sides. Within a distance of two or three miles the roads are good, simply because gravel has been used where it belonged, and the regular traffic only serves to make it more level and compact. Road builders are finding that it doesn't pay to try to make gravel sustain traffic heavy enough for macadam, or to construct a macadam road which will sustain traffic heavy enough for paving. If Springfield had learned this years ago there would have been more money in the city's purse than there is today. A larger proportion of those in authority don't know it, though.

Progressive in most other things, Springfield has stopped short of its possibilities in street and road construction. People hardly realized where the difficulty was until over six thousand of them began riding bicycles. It didn't take them a week to find all the poor places in the streets. And they have kept on finding and pointing them out ever since.

Supt. W. L. Dickinson has done his best to secure the necessary money from the committee having appropriations in charge. He has succeeded admirably, but much yet remains to be done.

The City Has Grown

so rapidly that the city officials have lost step with its progress. The result has been small and constantly reduced appropriations, until the culmination was reached this year, as has been detailed before.

It remains for the wheelmen to overcome all this opposition and compel the committees to acknowledge the importance of the highway department when making up the annual budget.

The Springfield club tournament promises to be the best ever given, even in this famous city. An effort will be made to reduce the track record below Johnson's on the Waltham track, for Springfield will never be satisfied without the fastest track in the world.

There was a large attendance at the Palmer tournament July 4. The race for the Waite prize cup was the most exciting and was won by E. W. Hapgood, in 2:46½. The cup will be competed for again Labor Day.

"Chub" Nelson, who broke his collar-bone at Hartford, July 4, is doing well, and expects to win numerous races before the season is over.

KILLED BY A BLOW.

W. F. Pieronnet, a prominent member of the Illinois Cycling Club, Chicago, died last Tuesday afternoon from the effects of a blow delivered by a fellow-wheelman. Pieronnet had been to the Illinois club's road race and was returning with two young ladies and a club mate. As they passed through Garfield Park, one of two wheelmen, who sat on the grass, made some remark about one of the ladies. Pieronnet immediately dismounted, and in the fight that ensued he was struck a severe blow on the side of the head. At the clubhouse that evening he complained of a pain in his head, but this did not keep him from attending the club run to Lake Bluff the next day. Tuesday his head pained him so that he went home from his place of business and consulted a doctor, who told him to keep quiet. Soon after this he became unconscious and died at 5 p. m. The blow on the head had ruptured a blood-vessel, causing death.

Several of the Illinois club members began a search for the assailant and succeeded in catching him. He gave his name as J. W. Nicholls, and said that he was a member of the L. A. W. and had intended to join the I. C. C. He admitted that he had been in the fight, and said that when he struck Pieronnet he had a wrench in his hand. At the inquest held last Wednesday the jury decided to hold Nicholls to the grand jury to answer for the blow.

The funeral was held yesterday from the residence of Mrs. Chisholm, 556 Warren avenue, where the deceased had been stopping while his mother was away for the summer. A large number of his club mates attended.

Pieronnet was about twenty-one years of age, and had been riding a wheel for four years. He was regarded as a strong road rider, having run sixteenth in the '92 Pullman; the same year he won the Cook County Wheelmen's ten-mile road race. In the Illinois C. C.'s road events he always showed up well and was one of the back-mark men.

Syracuse Record Beaten by Boys.

SYRACUSE, N. Y., July 10.—In the Y. M. C. A. ten and three-quarter mile handicap road race which took place in this city yesterday, five boys, all under eighteen years of age, rode the course under the established record of 30:10, held by E. W. Murray. The course over which this race was run is particularly hilly, and for years Van Wagoner, W. H. Wells, and others, have tried to beat the mark and failed. The performance is an astonishing one. The winner of first prize was Frank Knowland, a sixteen-year-old messenger boy of this city, who started from the 2:30 mark. His time was 29:27. Charles Knowland, a brother, was second, in 29:30. Fred W. Fisher was the winner of time prize, in 28:27.

The Illinois Cycling Club's five-mile road race last Saturday was won by H. G. Aimer, a 2-minute man, in 14:49. W. J. Anderson won time prize in 13:34.

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...Columbia Reputation...

should be considered as well as appearance and design. For seventeen years these wheels have maintained a position as the standard bicycles of the world, and, at \$125, they present a value that every intending purchaser should take advantage of

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We claim to know something about the bicycle business, and something about tires, and we predict that the single tube tire will be the tire of the future, and that the Columbia will be the leader, because of its superiority in quality and construction.

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Mention The Bearings.

THE AUSTRIAN DERBY.

George Banker Runs Second to Lehr, the German Champion in the Blue Ribbon Event—The American Breaks a Record.

VIENNA, June 27.—August Lehr, the German champion, George A. Banker, of America, and Fritz Opel, divided honors at the great international race meet of Austria last Sunday. Lehr captured the 2,000-meter invitation race, the 1,000 and 10,000 meter heats of the Derby, and the 50-kilometer race. By doing this he won \$280; or checks to this amount with which to purchase merchandise. Banker fared very well. He started



Second heat of Austrian Derby.

F. OPEL. REIDL. LEHR. BANKER. LURION. OPEL. EHRINGER.

from scratch in the 2,000-meter handicap ($1\frac{1}{4}$ miles) against a field of twenty starters, winning the race and breaking the German, French, and Austrian records for the distance. Time, 2:48; previous best, 2:52 Banker's prizes footed up to \$88. He also ran second in the Austrian Derby and third in the invitation race. Opel won \$82. E. A. Nelson, the Springfield crack, was ill and could not ride.

The races were run under the auspices of the Wiener Bicycle Club and fully 15,000 people paid to see the races. The track on which the races were run is a beauty. It is about one-third of a mile in circumference and greatly resembles the famous track at Springfield, Mass. The race started promptly at 3 o'clock, the first event being an invitation race of 2,000 meters, there were twelve starters and the men loafed until two laps from home, when

Lehr Came Up With a Rush.

Opel and Banker followed, but were unable to catch the German Champion and had a little fight of their own for second place, Opel getting the decision. The next race was for local riders and won by Lander.

There were so many entries in the Austrian Derby that it was necessary to run it in three heats and a final. The heats were of 1,000, 10,000, and 5,000, respectively, and the winner of the greatest number of points won the race. The first heat (distance 1,000 meters) was won easily by Lehr, with Opel lapping his rear wheel. Lurion, champion of Austria, just nipped Banker at the tape. Time, 1:22. In the second heat (distance 10,000 meters) the contestants alternated pace, Lehr, as usual, remaining in the rear until two laps from home, when he again attempted to run away from the crowd. This time he was unsuccessful, Opel, his club mate, giving him a close rub. Lurion was again third, and Banker fourth. It was in this heat that the German and Austrian riders showed what true sportsmen they were. On the third lap from the finish Opel's tire burst. While he was securing another machine all of the riders slowed down and waited. The crowd cheered loudly at this act.

Banker Was the Surprise in the Final Heat,

he had been running fourth in the other heats, but this time he showed real American speed. He was lying last on the backstretch and as the field swung into the homestretch the American came up on the inside and, with a magnificent sprint, won from Opel at the tape by less than a foot. This gave Banker second, Opel third, and Lurion fourth. Lehr was then presented with the blue ribbon, emblematic of the Austrian championship, and the three riders had to ride around the track to satisfy the crowd.

The 2,000 meters ($1\frac{1}{4}$ miles) handicap was the next event, the only scratch man being Banker. This race was run on the same principle as

road races in America, each rider being allowed a time handicap. The limit man had 17 seconds start and had ridden almost half a lap before Banker was given the word to go. With nineteen men in front of him Banker got right down to business, and the way in which he mowed down man after man was astonishing. He did not catch the limit man until the homestretch was reached, and he won out by a wheel's length from Henry Opel. Paul Grussner was third. Banker's victory was so popular that he had to remount his wheel and ride around the track before the crowd would be still.

Lehr had another walkover in the fifty-kilometer race, Fritz Opel being second, and Beyschlag, third. Time, 1:24:01 $\frac{1}{2}$.

In the last race (25 kilometers) tandems were used for pacemaking, and the pace at times was extremely hot. Four or five laps from the finish Lehr's tire went down and he was compelled to dismount and, while the riders waited for him, an Italian sprinted ahead and would not stop until he was hissed so by the crowd that he was obliged to do so. After the finish of this race the crowd could be held back no longer and made a rush for Lehr, Opel, and Beyschlag, and notwithstanding the protests, they carried them around the track on their shoulders,

Yelling Like Comanche Indians

on the warpath the while.

In the evening after the races, all the cyclists (with their best girls) assembled at the largest coffee house of the Prater (a place similar to Coney Island of New York, but much more extensive). In this place there was a large theater, upon the stage of which was a Hungarian band playing excellent music. Speeches were made by the president of the association and others prominent in cycling. After each speech there would be tremendous applause, and with the clinking of the wine glasses and beer mugs the crowd shouted "All Heil." As each winner's name was read out and the prize handed him, a shout would go up that would seem to move the roof. The Austrians fairly worship Lehr, but the receptions given the foreign riders was equally as good.

The track management is very fine, and twenty officials or judges are placed at equal intervals around the track on small platforms made especially for that purpose.

The laps to run are all placed in a large frame at the tape, and upon entering the stretch previous to the last lap an electric bell is rung. The riders do not ride nearly as steady as in America, owing probably to the fact of their using such extremely high gears. Another feature of the meets here is that a full corps of surgeons, with necessary instruments, etc., have a small tent, generally in the center of the field. They use hand ambulances, the wheels of which are fitted with pneumatic tires.

The Wiener Bicycle Club is the largest in Austria. The clubhouse, which is two stories high, contains billiard, reading, storage-room for wheels, and a large riding school, with a cement surface for winter riding. I have



Third heat of Austrian Derby—Banker at the pole.

been told they will build a much finer clubhouse next year.

Tomorrow we leave for Trieste to race there Friday and Sunday, after which we visit the principal cities in Italy, Venice, Milan, Marseilles, and then return to Paris.

Glad Tidings from all along the Line

As Thomas A. Edison assumed the leading position in electricity, introduced by BENJAMIN FRANKLIN, so has

THE SYRACUSE

by its magnetism influenced the world. It is the search light that reveals the stability of its own manufacture, and in every sense of the word its light shines brightest.....Gleam on, oh! SYRACUSE, and

Illuminate the Cycling Universe by thy greatness. . .

*It is the Mecca for the true wheelman,
whether he be after pleasure,
pride, or fame.*

*For road or path it is useful to the
last degree.*

Gleeful Riders
lide along to
lory.

1 SYRACUSE, N. Y.—July 4th, "Ted" Wilkin, the most popular young lad in town, won the one-mile novice in 2:34, on a SYRACUSE, and was carried off the track on the shoulders of his friends. As the pack of speedy riders entered the home stretch, he lit out like a whirlwind and passed his twenty-three contestants in the twink of a jiffy.

2 AMESBURY, MASS.—June 17, H. C. Dennett, on a SYRACUSE, won the High School half-mile championship.

3 PUEBLO, COLO.—June 27, Billy Hamilton, the Denver crackerjack, on a SYRACUSE, won first place in four of the principal events.

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RIDGEWAY, PA.—July 4, E. D. Schade, mounted on a SYRACUSE, won first place in the one-third mile novice, and first in the one-mile open.

CINCINNATI, O.—July 1, Little Willie wasn't in it only for a minute. Van Wagoner, the famous old war horse—sick with cramps.

KNOXVILLE, TENN.—July 4, the SYRACUSE won first prize in Biddle's twelve-mile road race; also third time prize over a rough course.

OSKALOOSA, IA.—July 1, Ross E. Miller, the Kansas cyclone, mounted on a SYRACUSE, broke the Iowa State Record, making ten miles in 28:41. The old record was 27:20.

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ST. LOUIS, MO.—June 30, the SYRACUSE won three firsts, two seconds, and three thirds in the V. M. C. A. bicycle races.

SPRINGFIELD, MO.—July 4, the SYRACUSE wheel won two seconds, one third, and one fourth.

OMAHA, NEB.—July 2, Ross E. Miller, on a SYRACUSE, won first prize in the one-mile, second time prize, and fifth place in five-mile handicap, against thirty-four starters.

BALTIMORE, MD.—July 4, M. F. Carter, on a SYRACUSE, won second place in the one-fourth mile open, and second place in the one-mile open.

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RICHMOND'S SECOND DAY.

RICHMOND, IND., July 5.—Richmond had had no previous knowledge in the race meet business. Securing the Indiana division meet for July 4 and 5, the Richmond Wheelmen worked with a will. George Detch & Sons, agents for twenty or more lines of wheels, worked with the other dealers of the city and secured a fine prize list (on paper) and a fine entry list, especially for the second day, when Sanger, Tyler, E. C. Johnson, Goetz, and others, came down from Cincinnati.

The prizes were good for first place, but rather inflated for second and third places. One of the Richmond men came to Cincinnati with a scare-head circular headed, "On to Richmond." He captured the prizes sought. But the Richmond people were untutored in cycling lore and only 500 turned out the second day. The attendance of the first day was sufficient to pay all expenses and \$100 beside, so the committee felt easy. Special trains were run to the grounds, three miles out. The track is patented, that



ROBERT F. GOETZ, OF CLEVELAND.

is to say, the turns and banking features are patented. It is a mile circle, and holds several horse records. For the bicycle races it was rather rough in sections and quite dusty. Despite this fact

Fast Time Was Made

in every contest of the second day. Chief Consul Tom Hay was the referee. Hay believes in placing time limits and placing them away down. He sticks to the limit and places pacemakers in every contest, awarding special prizes to such.

The first day's racing resulted in a tie of the fastest time ever made in a novice race and a tie and also a break of the quarter-mile competitive record. Robert Conley, one of the most popular of local wheelmen, won the novice in 2:29 $\frac{3}{4}$. Earl H. Kiser, of Dayton, won the quarter-mile open, Class A, in :30 $\frac{3}{4}$, breaking "Quarter-mile" Smith's record of :31 $\frac{1}{2}$, long standing. Then Walter Marmon won the quarter-mile division championship in record time. The long straightaway and favorable wind made this possible. The uneducated crowd was very chilly in view of all this. Minor, Townsley, and Roll, of Indianapolis, had the Class B events at their mercy, and put up a good day's sport. The attendance of visiting wheelmen was small as compared to former division meets. Eighty Indianapolis riders came over, many going back at night.

The Second Day's Racing

was attended by 500 people and was a great day's sport. On the first day Marmon, of Indianapolis, had won the quarter-mile division championship; Bonnfield, of the same city, taking the five-mile. The races of the second day between these two for division honors resulted in an equal division of the spoils. Marmon won the half-mile from Bonnfield by a narrow squeeze, and Bonnfield took the mile race from Marmon also by a narrow margin. With two each there came a tug of war in the two-mile, the last of the day. The finish was a quarter-mile fiercely fought and exciting sprint between Marmon, who had a little the best lead, and Bonnfield a foot or more back, 100 yards from home, and Marion Black a good fighting third. Bonnfield, who is comparatively a new rider, forced his wheel forward in fine style, and with a "Bald" jump a yard from the tape, gained a dead heat decision. The

men tossed a coin and Bonnfield won the medal. Each won two and the fifth division championship was a tie.

Summaries:

Half-mile championship.—Walter Marmon, Indianapolis, first; W. T. Bonnfield-Indianapolis, second; Marion Black, Fort Wayne, third. Time, 1:07 $\frac{3}{4}$. Birdie Munger started in this race but quit. Marmon won by a half foot, Black a foot behind Bonnfield.

Quarter-mile open, Class B.—H. C. Tyler, first; E. C. Johnson, Cleveland, second; E. P. Roll, Indianapolis, third; W. F. Clements, Indianapolis, fourth; R. F. Goetz, Cleveland, fifth; Morris Townley, Indianapolis, sixth. Time, :31 $\frac{1}{2}$. Tyler won easily by several lengths.

One-mile open, Class A.—A. I. Brown, first; Birdie Munger, second; O. P. Bernhardt, third; W. T. Bonnfield, fourth; C. C. Van Tine, fifth; Tom Schroeder, sixth. Time, 2:19 $\frac{3}{4}$. Last quarter 30 $\frac{3}{4}$. Peltier, of Fort Wayne, paced the first half in good style, Munger rode well.

Half-mile open, Class B.—W. C. Sanger, first; E. C. Johnson, second; E. P. Roll, third; Morris Townley, fourth. Time, 1:02 $\frac{1}{2}$. Limit was 1:10. Goetz paced the first quarter. Won by two lengths.

Half-mile heats, Class A, first heat.—A. I. Brown, first; O. P. Bernhardt, second; C. C. Van Tine, third; C. E. Miller, fourth; Tom Schroeder, fifth; Lew Kluter, sixth. Time, 1:13. Won by a length. Points according to above position counted.

Second heat.—A. I. Brown, first; O. P. Bernhardt, second; C. C. Van Tine, third; T. Schroeder, fourth; Lew Kluter, fifth. Time, 1:11 $\frac{1}{2}$. Won by a length; by points Brown won; Bernhardt, second; Van Tine, third.

One-mile open, Class B, time limit, 2:18.—W. C. Sanger, first; E. C. Johnson, second; R. F. Goetz, third. Time, 2:23 $\frac{1}{2}$. Roll and Minor paced. Sanger a length to the good.

One-mile division championship.—W. T. Bonnfield, first; W. Marmon, second; Marion Black, third. Time, 2:23 $\frac{1}{2}$.

Two-mile handicap, Class B.—E. V. Minor, Indianapolis, 250 yards, first; W. C. Sanger, scratch, second; R. F. Goetz, scratch, third. Time, 4:46 $\frac{3}{4}$. Sanger's time, 4:49 $\frac{3}{4}$.

Two-mile division championship.—W. T. Bonnfield, first; W. Marmon, second; Marion Black, third. Time, 5:26 $\frac{3}{4}$. Run a dead heat from first place, and flipped a coin for first place.

WILL ABANDON THE WAUKESHA COURSE.

MILWAUKEE, WIS., July 12.—The Associated Cycling Clubs are now preparing for the L. A. W. circuit races to be held at the National Park on August 6. The chief interest in the races is centered in the meeting of Sanger and Johnson, who have both promised to be here and who will draw thousands to the park. These are the only local races which Sanger will attend and he will, no doubt, ride faster than ever. It was on this track that Sanger broke the competition record last year at the now defunct Telegram club's meet.

What was once known as the Waukesha-Milwaukee road race is a thing of the past, and hereafter the Milwaukee road race will become the leading road race of the state. This action has been practically decided upon by the Milwaukee Wheelmen. It is the general impression among the wheelmen that to have the start and the finish made at the corner of Twenty-eighth street and Grand avenue will be more interesting to the spectators and also more to the liking of the riders. The new course will be eighteen miles long and will be from the corner mentioned to Wauwatosa, to Elm Grove, and return by way of the Blue Mound road. The Milwaukee wheelmen will try the new course in August by holding a club race over the proposed course. It is proposed to conduct the race on exactly the same principal that the Chicago road race was run on Decoration Day.

The North Side club will hold its annual club race over the Thiensville course on August 4, when it is expected that at least 100 members of the club will compete for a good list of prizes that have been offered.

Mattie Stark won first and time prize in the club race of the Oriole Club last Sunday. He was a scratchman, while the time limit was 10 minutes. The course was from Wauwatosa to 414 Twelfth street, which Stark covered in 16:45.

Second Day at Oskaloosa.

OSKALOOSA, IOWA, July 5.—The second day's races of the Iowa division meet were run off this afternoon before a large crowd. Good times were made, and with the exception of a few falls, in which, luckily, no one was seriously injured, every thing went off smoothly. An idiot who jumped from the fence just in front of the riders coming down the stretch in the finish of the mile handicap had eight stitches taken in his back. The rider had a bad fall, but with the exception of a broken wheel and a few bruises came out all right. The meet was a great success financially, fully five thousand people attending during the two days. The track was in fair condition.

Ross Miller, of Wichita, Kan., went against the ten-mile state record of 27:20, and succeeded in doing 26:41, which is very good, considering the conditions under which he rode.

Summaries:

One-mile novice.—H. R. Hull, Washington, first; A. C. Lyons, Grinnell, second; Ira Thomas, Oskaloosa, third; D. M. Dellon, Prairie City, fourth. Time, 2:41.

Half-mile open.—W. O. Hibbs, Mitchellville, first; B. Moore, Des Moines, second; W. C. Smith, Davenport, third; A. E. Colwell, Oskaloosa, fourth. Time, 1:09 $\frac{3}{4}$.

Quarter-mile, state championship.—C. W. Ashley, Sioux City, first; B. M. Culver, Grinnell, second; J. A. Knepper, Marengo, third. Time, :33.

One-mile handicap.—C. L. V. Berg, Lemars, first; W. C. Smith, Davenport, second; E. L. Duguet, Council Bluffs, third; G. Murstein, Sioux City, fourth; I. M. Dodge, Cedar Falls, fifth. Time, 2:28 $\frac{3}{4}$.

Quarter-mile open.—L. C. Lutherlang, Grinnell, first; B. W. Culver, Grinnell, second; G. E. Ailsinger, Grinnell, third; S. H. Rowland, Marengo, fourth. Time, :34 $\frac{3}{4}$.

Two-mile state championship.—C. W. Ashley, first; C. L. Binns, Red Oak, second; W. R. Hilds, Mitchellville, third. Time, 5:23 $\frac{3}{4}$.

Half-mile handicap.—B. M. Culver, Grinnell, first; G. Murstein, Sioux City, second; I. M. Dodge, Cedar Falls, third; C. G. Binns, Red Oak, fourth; B. Moore, Des Moines, fifth. Time, 1:09 $\frac{3}{4}$.

One-mile consolation.—H. C. Wright, first; E. Kostomlatsky, Oskaloosa, second; M. Burnett, third. Time, 2:42 $\frac{3}{4}$.

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MENTION THE BEARINGS

TWO DAYS AT FORT WAYNE.

Exciting Races the Feature of the Meet—Steele Out-Sprints Sanger in a Close Finish.

FORT WAYNE, IND., July 6.—The Fort Wayne tournament today was a success and with a pleasant day tomorrow the promoters, five local gentlemen who are interested in the sport, will clear expenses and a little extra. The day was cool. A stiff wind retarded the men very materially on the backstretch and no very fast time was made, although the track was soft. F. J. Wagner performed the duties as clerk of the course admirably and fifteen events were run off in 2 hours and 5 minutes. John S. Johnson, Tom Eck, and Gus Steele came in at noon from Port Huron, Mich., where they raced yesterday. All last night they were carried from pillar to post to avoid the striking railroaders and get here on time. Doughnuts and coffee were their sustenance for a day, and Steele never slept. Yet the toy racing man, ran a close second to Sanger in the mile handicap, second to Tyler in the two-mile lap race, and was third in the mile open. Sanger and Tyler won all the Class B events, but did not meet in the same race.

John S. Johnson Did Not Start,

preferring to save himself for the morrow.

Ernie Johnson, of Cleveland, made a warm fight against Sanger in the mile open. Sanger is riding in the form seen last year at Detroit when he defeated Zimmerman so handily and will make many warm fights tomorrow with John S. Johnson.

But the feature of the day was a wonderful ride of Lee Richardson, the thirteen-year-old son of L. M. Richardson, of the Monarch Cycle Co., Chicago. This lad rode a half-mile backwards on a safety in 2:43, a marvelous, unheard of performance never before attempted successfully.

Of the Class A events the local handicap and twelfth district race were the warmest arguments of the day. W. H. Peltier (20 yards), and Marion Black (scratch), both "Yellow Fellows," defeated a large field in a business-like manner, Peltier a length ahead of Black. In the twelfth district race Geo. Walling, of Kendallville, was two lengths to the good, 100 yards from home. Black closed up inch after inch, and in the last ten yards made two fine jumps and tied Walling for first. The race was ordered run over as it was 16 seconds outside limit and Black won by a length. A. I. Brown won heat, final and run over of the half-mile open in his usual good style, but was clearly out-sprinted in the mile open by C. C. Van Tine, of Findlay.

Summaries:

One-mile novice.—Albert Fransen, Marion, first; Geo. Waldschmidt, Fort Wayne, second; C. E. Urbans, Fort Wayne, third; C. L. Ayres, Decatur, fourth. Time, 2:41. Won by 100 yards. Two men fell on turn.

One-mile handicap, Class B, six starters.—W. C. Sanger, scratch, first; Gus Steele, 90 yards, second; E. C. Johnson, 80 yards, third; R. F. Goetz, 90 yards, fourth; G. H. Ellithorpe, 60 yards, fifth; F. H. Plaice, 150 yards, sixth. Time, 3:12. Slowest handicap this season. Sanger had the field caught at the quarter. Won by a foot only.

Half-mile open, Class A, first heat.—A. I. Brown, first; O. P. Bernhardt, second; O. L. Brailley, Wauseon, third. Time, 1:13.

Second heat.—C. C. Van Tine, first; C. Miller, second; W. L. Swendeman, third. Time, 1:28½.

Final heat.—A. I. Brown, first; C. C. Van Tine, second; O. P. Bernhardt, third; W. L. Swendeman, fourth; C. E. Miller, fifth. Time, 1:21½.

One-mile local handicap, fifteen started.—W. H. W. Peltier, 20 yards, first; Marion Black, scratch, second; Thos. Heller, 100 yards, third; Wm. McLellan, 30 yards, fourth; Harry Meyers, 120 yards, fifth. Time, 2:27½. A splendid race for the local Yellow Fellow team.

Two-mile lap, Class B.—H. C. Tyler, 13 points, first; Gus Steele, 7 points, second; R. F. Goetz, 4 points, third. Time, 5:12½.

One-mile, second district, Class A.—Marion Black, first; Geo. Walling, second; I. W. Leonard, third; W. H. W. Peltier, fourth; Wm. Cohagen, fifth. Time, 2:40. Peltier and Black ran dead heat first race. Declared off. Limit, 2:40; time, 2:56. Prettiest finish of the season.

One-mile open, Class B.—W. C. Sanger, first; E. C. Johnson, second; Gus Steele, third; F. H. Plaice, fourth. Time, 2:32½. Goetz paced first half, Sanger last. Won by half a length.

One-mile open, Class A.—C. C. Van Tine, Findlay, first; A. I. Brown, Cleveland, second; O. P. Bernhardt, Toledo, third; Frank Rough, South Bend, fourth. Time, 2:56½.

THE SECOND DAY.

FORT WAYNE, IND., July 7.—The second day saw much more interest-

ing sport than on Friday. The attendance of the day was much larger in anticipation of the possible meeting of Sanger, Tyler, and Johnson. The former two met in the half-mile open, in which Johnson did not get up. Johnson had a hard fall previous to the races and was still dizzy when this race, the third on the programme, was called. Sanger defeated Tyler in 1:09½ in the usual exciting manner. Gus Steele ran third, hugging Tyler close. His ability to stay with these men spurred Steele on, and in the two-mile handicap the little fellow (he's about the size of Mullikin, of Baltimore) gained a victory that set the crowds cheering wildly. Sanger was alone on scratch, Callahan had 140; Steele, 175; Roll, 200, and Plaice, 300. The long-mark men bunched, and kept a lively pace, and Sanger, all alone, made a pretty effort to catch them. At the mile and a quarter he caught the field, and at once took a forward position. On the finish of the third lap, Goetz sprinted, presumably thinking it the last, and Sanger went out after him at the bell tap. Sanger pulled Steele and Callahan up to, and passed Goetz, and into the homestretch had the lead. Coming down the homestretch he watched at his side, and it was well he did.

Gussie Steele Jumped Out,

gave two or three spasmodic kicks, and 100 yards from home was fighting hard—midget against giant. Across the tape they flew, Steele six inches or less to the good. Officials and spectators howled in delight over the fine finish, the finest of the day and meet.

The mile open was a victory for Johnson. The time limit was exceeded 11 seconds, and the race was ordered run over. In the first race Sanger was in the rear. The turn into the stretch was soft, especially at the pole. Tyler swung into the straight close to the pole, and Sanger being close behind was temporarily pocketed. When he did get out Johnson was away with a magnificent sprint. In the run-over Johnson, Sanger, and Tyler appeared. Steele and Roll, pacemakers in the first attempt, did not start. Johnson took the pace for the first quarter, Tyler for the second, and Sanger the last three-eighths, when Johnson made a strong sprint home.

The Mile Was Done in 2:14 1-5.

a very creditable performance for the windy day and soft track.

Johnson finished the half-mile against time, paced by a tandem, in 1:01½ and Black and Peltier, of Fort Wayne, rode a fine half-mile on a tandem in 1:03½, to break the half-mile state record made at Richmond last Thursday, 1:00½.

Little Lee Richardson broke his wonderful record of yesterday, 2:43—riding a half-mile on a safety backwards in 2:37½.

Tonight the boys are wondering "where they are at." The railroad strike has left them stranded, and it looks very much as if all will spend their vacation in this burg or somewhere near.

Summaries:

One-mile, boys under 18.—O. L. Brailley, Wauseon, first; Barney Oldfield, Toledo, second; G. E. Law, Clifton, third; Thos. Heller, Fort Wayne, fourth. Time, 2:40.

One-mile handicap, Class A.—O. P. Bernhardt, Toledo, 30 yards, first; C. C. Van Tine, Findlay, 65 yards, second; Marion Black, Fort Wayne, 30 yards, third; A. I. Brown, Cleveland, scratch, fourth. Time, 2:18½. Brown (scratch), time, 2:19½.

Half-mile open, Class B.—W. C. Sanger, first; H. C. Tyler, second; Gus Steele, third; R. F. Goetz, fourth; C. H. Callahan, fifth; E. P. Roll, sixth. Time, 1:09½.

Two-mile lap, Class A.—C. C. Van Tine and A. I. Brown, tied, first; O. P. Bernhardt, Toledo, second. Time, 6:18½.

Two-mile handicap, Class B.—Gus Steele, 175 yards, first; W. C. Sanger, scratch, second; C. H. Callahan, 140 yards, third; F. H. Plaice, 300 yards, fourth. Time, 5:04.

One-mile championship, Allen County.—W. H. W. Peltier, first; Marion Black, second; Wm. Cohagen, third. Time, 2:44½.

One-mile open, Class B, time limit, 2:20.—J. S. Johnson, first; W. C. Sanger, second; H. C. Tyler, third; C. H. Callahan, fourth. Time, 2:31. Ordered run over. Johnson won by a length.

Five-mile handicap, Class A.—J. L. Smith, Frankfort, 600 yards, first; Albert Anderson, New Carlisle, 700 yards, second; Chas. Kolb, Goshen, 600 yards, third. Time, 13:42.

One-mile open, Class B, run-over.—J. S. Johnson, first; W. C. Sanger, second; H. C. Tyler, third. Time, 2:14½.

Last Sunday the Spalding Bicycle Club, of New York, fifty strong visited Seabright, the country home of A. G. Spalding, where they were entertained by the base ball magnate. All of the members of this club ride Spalding bicycles.

THE RACE MEET At Lima, O., July 31, '94, will be a "CORKER,"

No Mistake...

Read this list of events and Prizes....

FIRST CLASS Half-Mile Track.

ELEGANT HOTEL.

Good railroad facilities. 2 Direct Lines to Chicago. Racing men can get out in any direction to keep their engagements.

ENTRY BLANKS NOW READY....

1 Mile Novice.....	Class A	1st Prize—Gold Medal.....	\$25 00	½ Mile Open.....	Class B	1st Prize—Silver and Gold Punch Set.....	\$125 00
		2d " Gold and Silver Water Pitcher.....	10 00			2d " Gold Stop Watch.....	50 00
		3d " Cyclometer.....	5 00			3d " Banquet Lamp.....	35 00
½ Mile Open.....	Class A	1st Prize—Silver Water Set.....	\$40 00	2 Mile Handicap.....	Class B	1st Prize—Tribune Racer.....	\$150 00
		2d " Pair Palmer Tires.....	20 00			2d " Sewing Machine.....	65 00
		3d " Set Silver Knives and Forks.....	5 00			3d " Carving Set.....	25 00
½ Mile Boys..... 16 and under	Class A	1st Prize—Gold Watch.....	\$25 00	¼ Mile Open.....	Class B	1st Prize—Gold Watch.....	\$60 00
		2d " Medal.....	20 00			2d " Onyx Banquet Lamp.....	25 00
		3d " Sweater.....	5 00			3d " Automatic Revolver.....	10 00
1 Mile Open.....	Class A	4th " Nickel Watch.....	3 00	1 Mile Open.....	Class B	1st Prize—Diamond Ring.....	\$100 00
		1st Prize—Gold and Silver Tea Set.....	\$50 00			2d " Onyx and Gold Stand.....	35 00
		2d " Gold Lined Nut Dish.....	20 00			3d " Old Silver Statue.....	20 00
2 Mile Handicap.....	Class A	3d " Bicycle Suit and Sweater.....	12 00	2 Mile Lap.....	Class B	1st Prize—Onyx Clock.....	\$60 00
		1st Prize—Gold Stop Watch.....	\$50 00			2d " Diamond Ring.....	40 00
		2d " Diamond Ring.....	40 00			3d " Cut Glass Punch Bowl.....	25 00
		3d " Silver Shaving Set.....	10 00			4th " Gold and Silver Shaving Cup.....	10 00
		4th " Silver Pepper and Salt Set.....	3 00				

THE BEARINGS
Cyclists' Bearings

Nothing Slow About This!

TWO MEN, E. C. JOHNSON AND R. F. GOETZ, WIN IN ONE WEEK'S TIME,

33 PRIZES

ON

The Triangle

At Dayton, O., June 30.

JOHNSON, 5. GOETZ, 5.

At Cincinnati, O., July 3 & 4.

JOHNSON, 5. GOETZ, 8.

At Richmond, Ind., July 5.

JOHNSON, 3. GOETZ, 3.

At Ft. Wayne, July 7.

JOHNSON, 2. GOETZ, 2.

At Louisville, Ky., July 7. Johnson, 1.

"As usual, the winner rode a Triangle."

The PEERLESS MFG. CO., Cleveland, Ohio.

THE GOODYEAR RUBBER CO., San Francisco, Cal., for Pacific Coast.

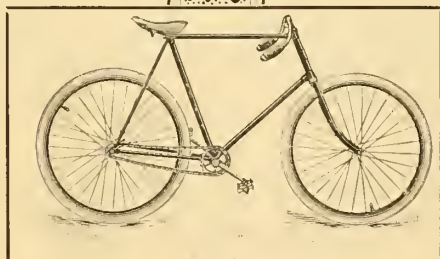
THE SELTZER-KLAHR HDW. CO.,

535 Market St., Philadelphia, Pa., Agents for Eastern Pennsylvania and New Jersey.

MENTION THE BEARINGS

TRIBUNES

Still They Win!



Victorious returns come in so fast we can hardly keep track of them.
TRIBUNES ARE SURELY "IN IT."

C. C. VanTine wins the mile open at Cincinnati, also the two-mile handicap. Mount, a Tribune Racer.

O. C. Lippincott at Winslow, N. J., wins three firsts, one second, and one third. Mount, a Tribune Model C.

At Phoenixville Edwin Morris wins the one-half and one-mile races. Mount, a Tribune Model D.

C. C. Van Tine wins the one-half mile open at Dayton. Mount, a Tribune Racer.

At Ashtabula, Ohio, Walter M. Hubbard wins both the one and five-mile open. Mount, a Tribune Model C.

At Newburg, N. Y., R. F. Williams wins the one-mile scratch, P. J. Foley wins the quarter mile, Fred Coons second, both on Tribunes Model C.

The five-mile scratch in Thomsonville, Conn., won on a Tribune by a new rider.

TRIBUNES ARE "THE STUFF."

No wheel is perfect without a Cycloidal Sprocket. Write for Catalogue and Agency.

THE BLACK MFG. CO., = = Erie, Pa.

Mention The Bearings



DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JULY 13, 1894.

No. 19.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:

Models 18 to 22, Racers, \$150.

Model 25—Road Wheel, \$135; Palmer tires and wood rims

Model 27—Road Wheel, \$128; M. & W. tires and wood rims

Model 29—Road Wheel, \$125; M. & W. tires and steel rims

Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.

EDITOR, FRANK T. FOWLER.

"AS YOU LIKE IT."

What greater pride for a parent is there than to hear on every side words of commendation and praise for a child who has attained a high position in the world morally, socially, and intellectually. One of life's greatest and most severe battles is to bring up children in the right way. Consequently the greatest and most honorable victory is to have done so.

The Hill Cycle Mfg. Co. look on each Fowler wheel as a child, and puts forth at all times its best and most earnest endeavors to make the name of the Fowler, in the cycling world, always above reproach.

Parents bring up the son, watching his every act from his very birth, and nourish him as he should be. He is provided with every thing necessary to make him a healthy, strong, successful, and honored man. With us from the very start we nourished, watched, and toiled in our every effort to make the Fowler a wheel among wheels.

It is not necessary for us to go beyond the boundaries of our own office to know how fully we have succeeded. Today we occupy a position in cycle-dom—everything considered—not possessed by any other maker—we stand alone. When success, measure for measure, is in the balance we shall guard the reputation of the Fowler wheel as jealously as a parent does a child. The Fowler wheel is a child of the Hill Cycle Mfg. Co., a child we are truly and wonderfully proud of. It has a reputation, a good reputation, and it will always be thus.

WAIT.

The strike has delayed the mails so that the Fowler returns from the Fourth are not all in. Next week, however, we expect to be able to give particulars.

On The Fowler

What and Where:

STATES.

Illinois
Kentucky
California
Michigan
Massachusetts
New York
Pennsylvania
Delaware
Oregon
Minnesota
Colorado
Montana
Missouri
Kansas
Texas
Ohio
Iowa
Wisconsin
Tennessee
West Virginia
Florida

CITIES.

Chicago
Lexington
National City
Bay City
Quincy
Norwood
Rockford
Watertown
New Castle
Oakland
Wilmington
Salem
Auburn
Minneapolis
Salida
Butte City
Fayette
Ottawa
Jamestown
Dixon
Fort Worth
Denver
Louisville
St. Cloud
Owensboro
Watertown
Knoxville
Steubenville
Lincoln
Kansas City
Cedar Rapids
Beloit
San Diego
St. Joseph
Chattanooga
Salem
Grand Rapids
Los Angeles
Sault Ste Marie
Greenville
San Bernardino
Pullman
San Francisco
Mercer
Jacksonville
Boston
Fulton

92 Firsts.

13 1st Time Prizes.

29 Seconds.

6 Thirds.

13 RECORDS.

Fowlers got First and Second Place

In the Chicago Road Race—Larger than any other three road races in the world.

418 Entries.

329 Starters.

77 Makes of Wheels.

All these—and not one of them by a hired man.

Not a Class B among 'em.

.....

Hill Cycle Mfg. Co.,

142-148 West Washington St.,

CHICAGO.



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADMIRE AMERICAN LIGHT WEIGHTS.

E. C. Stearns Creates a Sensation in France With a Seventeen-Pound Wheel—His Reception Abroad.

E. C. Stearns, of E. C. Stearns & Co., Syracuse, N. Y., returned last week from a month's visit to Paris and London. The story of his trip is told as follows by the *Syracuse Standard*:

"Mr. Stearns' idea was to visit the various manufacturing concerns and he was astonished at what he saw. England is behind the times in the manufacture of bicycles. A road wheel there weighing twenty-three pounds is considered light enough for the track. The racer that is cut down twenty-one pounds is said to be as light as a feather. In France it is worse still, the average road racer listing at twenty-nine pounds. Mr. Stearns had a sample seventeen-pound wheel with him and excited no end of consternation in Paris where he exhibited. Many of the manufacturers insisted upon weighing the machine and would not believe that three-quarters of the riders in America were propelling them on the track. The racing men went crazy over it and offered Mr. Stearns extraordinary amounts for the cycle. This in a measure illustrates what a field could be found abroad by a manufacturer who had the capital to lay out a factory for the production of seventeen-pound wheels in France.

"Mr. Stearns was escorted about Paris through the courtesy of A. Clement, a Parisian cycle manufacturer, who occupies the king position in France, attained by Col. A. A. Pope in this country. Mr. Clement was Mr. Stearns' guest in Syracuse before the latter's departure for Europe and accompanied him on the journey. With the advantage of the Frenchman's company Mr. Stearns was introduced into concerns where many an American manufacturer would have had hard work to penetrate.

"But the principal part of Mr. Stearns' conversation related to the

"Racing Men and Racing Tracks in Paris.

Nothing like the Buffalo track can be seen in this country, unless it is the famous Waltham circuit, which is rather an apology. The Buffalo track, like all foreign ovals, is five laps to a mile and made of Portland cement. In order to prevent accidents and attain a high rate of speed the track is very steeply banked. It is impossible for a person to walk upon the incline and no wheelman can take the curves going slow. That is the reason all races on the Paris tracks are ridden in fast time. Mr. Stearns in communicating his information to the reporter said:

"One of the worst features American riders have to contend with on these tracks is the banks. It takes weeks of practice to master them properly and there is always danger of a spill. Then again here is a point for you. The French, German, and English racing men in training at Buffalo have a much different way in finishing a race. In America the final sprint is made a quarter of a mile from the wire and much exertion is necessary for the effort. On a five-lap circuit

"A Quarter-Mile Sprint Is Impossible.

The tactics employed by the foreign riders, and there is no other manner, is to sprint 100 yards from the tape. They can not spurt further and the man who can make his legs move the fastest is the winner. There is another thing American riders seek to overcome and are successful to some degree.

"You will be surprised when I tell you that should the fastest riders in France come to America they would hardly compete with our second-raters. The favorite mile sprint would have a tendency to use them up. This sounds strange but it is so nevertheless. Races are held at the Buffalo track daily. Many people imagine that dense throngs attend. When the events are conducted after nightfall, through the aid of electric lights then the crowds are much larger. During the week I was there but 500 and 600 people were in attendance. They have spacious grand stands and watch the performance of the riders over their beer. In this country the enthusiasm over the finish of a race, where the star riders meet, is worked up to a great pitch of excitement and the winner is greeted with vociferous applause. In Paris it is different because the meets are of daily occurrence. The frog-eaters simply jabber away and evince no enthusiasm or demonstrate their feelings in the least. This is not saying they are not interested, for they are. Every rider is known and the French people glory in

the victories of their representatives. Of course when an American wins he is applauded, for the French are hospitable to a fault and make much of the American riders. They are given every convenience on the track, and nothing is too good for them."

"In speaking further Mr. Stearns said Arthur A. Zimmerman is the king there as he was in this country. One afternoon while Mr. Stearns was viewing a race from the inner circle he was approached by a stalwart and bronzed young man in whom he had

"No Difficulty in Recognizing the Mighty Zimmerman.

Giving the local manufacturer a hearty grasp of the hand Jimmy immediately plied him with a volley of questions concerning America and America's riders. Zimmerman was in good spirits but remarked that he left this country with regret. This substantiates F. Howard Tuttle's theory that America's king turned professional at the solicitation of the Raleigh people.

"Austin Crooks, the Buffalo rider, is also doing well. He is a great handicap rider, but there are plenty of foreign riders who can beat him from scratch. The prizes in France are much smaller than the fat Class B purses in this country. There they average about \$50 and an army of racing men are looking for them. Ed A. Nelson, of Springfield, is doing well as an amateur, while Kid Wheeler is ranked even with Louvet, the French champion. The French women adore the American riders and of the four who are now in Paris each has his admirers. This may in part explain Harry Wheeler's poor form at the outset of the racing season, for Harry admires the ladies.

"The rational costume adopted by the French wheelwomen would shock an American girl. In Paris everybody rides in bloomers and half of the women have tight trousers and make no bones about wearing them.

TRADE CHANGES.

New Haven, Conn.—Pomeroy Bros., bicycles, at 67 Grange street, reported attached by the Garvan Mfg. Co., of New York, for \$256.

Minneapolis, Minn.—The Heath Cycle Mfg. Co., started up their factory Monday, July 2, and the first high-grade wheel constructed in this city was exhibited at 705 Nicollet avenue, Wednesday.

Detroit, Mich.—Huber & Metzger, bicycles, at 13 Grand River avenue, store burglarized, and cash and bicycles stolen.

Exeter, N. H.—Everett Bicycle Mfg. Co., of Everett, Mass., will probably be removed to this place. Pre ident McCune, of the Everett Co., is endeavoring to rent a factory building here. Should the transfer be made, 100 operatives will be put to work.

Indianapolis, Ind.—The Indiana Bicycle Co. will erect a \$2,000 factory building.

Bangor, Me.—Frank C. Weston, bicycles, gone out of business.

Providence, R. I.—B. Taylor Bruce, bicycles, reported assigned to Frank W. Tillinghast. Dull business, and poor collections rendered him unable to meet bills, and an attachment was placed on his store, in the interest of Belcher & Loomis, for \$200.

Providence, R. I.—Rankin Cycle & Typewriter Co., not incorporated, reported attached.

Boston, Mass.—Stirk Mfg. Co., bicycles, Albert Stirk and others reported to have placed on record a chattel mortgage for \$1,200.

Holyoke, Mass.—The Keating Wheel Co., manufacturing bicycles, reported to have discharged chattel mortgages.

Everett, Mass.—Everett Cycle Co., manufacturing bicycles, reported to have placed on record chattel mortgage for \$2,000.

Americus, Ga.—E. A. Moody, new hardware store, may be addressed concerning agency for bicycles and bicycle supplies.

Marianna, Ark.—Janett & Co., hardware and implements, has been succeeded by Janett & Son, and the new firm will take up bicycles, etc.

Indianapolis, Ind.—Central Cycle Co.'s new factory building has been completed. This plant is now among the most convenient and well equipped of its kind in the western states.

Danville, Va.—Patrick & Peterson, hardware, has been succeeded by Peterson & Wray, who will accept good bicycle agency.

Lexington, Ky.—Belong & Co., hardware, succeeded by Smith, Watson & Co., who will take up bicycles.

Detroit, Mich.—Charles Ege, bicycles, reported as having recorded chattel mortgage.

San Antonio, Tex.—Texas Hardware Co. has opened new hardware store, and will accept agency for good bicycle.

Montrose, S. D.—Ellis Bros. new hardware store opened; will handle bicycles.

St. Paul, Minn.—Wm. R. Burkhard, guns and sporting goods, reported as having recorded realty mortgages for \$1,700 and \$10,000.

Mount Carmel, Pa.—Beddall & Dengler, new hardware store opened, will handle bicycles. John Wardrop will be admitted to the firm.

Pawtucket, R. I.—John B. Sawyer & Co., hardware and bicycles, reported assigned to Edwin D. McGuinness.

Fort Worth, Tex.—Finn, Fowkes & Co., new hardware store opened, will handle bicycles.

Troy, N. Y.—The Nielson Mfg. Co. has been incorporated by C. Fogarty and others, with a capital stock of \$10,000, to manufacture hardware novelties, bicycle specialties, etc.

San Antonio, Tex.—Edward Persch, hardware and bicycles, reported assigned.

Waynesboro, Va.—Maslin, Wayland & Co., new hardware firm, invites correspondence with bicycle manufacturers, looking to accepting agency for good wheel.

New York, N. Y.—The Peck, Stow & Wilcox Co., 27 Chambers street, is putting on the market a bicycle wrench, finely polished and blued.

Lewis, Iowa—W. A. Gardner & Sons, hardware and bicycles, succeeded by D. A. Buckhalter.

San Diego, Cal.—Z. C. Mathes, of National City, Cal., will open new hardware store at 939 Sixth street, and will handle bicycles and bicycle specialties. He invites correspondence with manufacturers.

Hawley, Minn.—Southwell & Rushfeldt are about to open new hardware store, and will handle bicycles.

Leadville, Colo.—Tompkins-Cary Hardware Co., hardware and bicycles, succeeded by the Tompkins Hardware Co., Mr. Cary withdrawing from the firm.

Berryville, Ark.—Freeman & Seitz, hardware and bicycles, succeeded by W. R. Hinchman.

Dana, Iowa—Brown Bros., hardware, bicycles, etc., reported to have placed on record chattel mortgage for \$5,641.

Winston, N. C.—Chamber of Commerce is offering inducements for the location of a bicycle factory in that place. Address secretary for information.

Carrollton, Ark.—Warren & Boyd will open new hardware store, and invite correspondence with manufacturers of middle grade bicycles, with a view to accepting agency.

Waterville, Wash.—C. M. Stephens & Co., hardware, bicycles, furniture, succeeded by E. L. Sessions, who will push the bicycle business.

Bethany, Mo.—J. L. Cole & Son, hardware, bicycles, etc., succeeded by Cole & Pile; J. L. Cole retiring.

STEARNS-LU-MI-NUM TEST STILL PENDING.

SYRACUSE, N. Y., July 10.—The proposed test between E. C. Stearns & Co. and the St. Louis Refrigerator & Wooden Gutter Co. did not come off as planned. Arrangements were made for representations of both companies to meet the judges at Ithaca, N. Y., when a date was to be decided upon for the great test. The St. Louis people came prepared to try issues, and were surprised when told that the Stearns company had made no preparations. The Stearns people claimed that the meeting was for no other purpose than to arrange matters with the judges, and were not ready for the test. A date for the test will be set in the near future.

GOOD TESTS THESE.

Last week we mentioned the fact that the St. Louis Refrigerator & Wooden Gutter Co. had gotten up something new in the advertising line.



So original was it that we thought that it would not be out of place to give it a little more space. "An entirely New Scheme," as the pamphlet is called, speaks louder than words in favor of the Lu-mi-num, and if the reader does not think that the wheel is as strong as claimed he is a wonder.

The first illustration in the book has L. W. Conkling and W. A. Shockley as center-pieces. These men are not featherweights, and one appreciates the strength of the Lu-mi-num to see them trying to break the frame in two. Shockley is standing on the side of the rear fork, while Conkling is sitting on the head, but the frame does not give at any place.

The strength of the front forks is shown in the same manner. The forks are balanced

over a piece of wood, and Conkling stands on one end and Shockley on the other. If the forks are weak at any point this test would surely show it.

Lu-mi-num handle-bars certainly stand a great deal. An ordinary piece of metal would be liable to break if 325 pounds were pressing down on it. The picture shows how the handle-bars bend.

Philadelphia Trade.

PHILADELPHIA, July 8.—Charles Measure, who for some time past has resided in this city, and been connected with the Century Wheelmen's racing team, and also that of the Union Cycle Mfg. Co., left for Boston yesterday. He will spend a few days at the Hub, and then proceed to Cleveland, Ohio, where he will assume charge of a bicycle department, to be opened by the Union Cycle Co. in connection with an art store located in that city. Before leaving Charlie, as he is familiarly known, bade good-by to his host of friends, and not a few escorted him to the Pennsylvania depot, whence he departed.

George Bolton, the traveling representative of the Overman Wheel Co. in eastern Pennsylvania and New Jersey; Jack Greer, the eastern agent of the Union Cycle Co., and Manager Wells, of Spalding's local house, were among the prominent tradesmen who visited Scranton and Wilkes Barre last week, the occasion of the Pennsylvania division meet. They went up in the interests of the companies they represent, and came back to the Quaker City with quite a number of orders for wheels.

E. P. Hadley, general manager of the Keating company, was a visitor to this city last week, and while here attended the Quaker City Wheelmen's



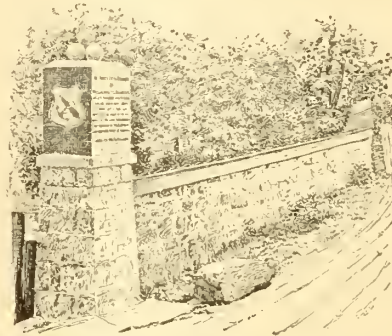
meet on Wednesday. Mr. Hadley seemed well pleased with the showing made by the company's Philadelphia branches.

The early closing movement, recently advocated by several of the local houses, has been prolific of some good, and the Overman company's branch on Arch street, and a number of others now close their stores at 1 o'clock on Saturday.

COLONEL POPE'S GENEROSITY.

Through the liberality of Col. Albert A. Pope, a beautiful monument has been erected at Antietam in memory of his brave comrades of the Thirty-fifth Massachusetts Regiment, who lost their lives in that famous encounter.

It is a block of highly polished granite, surmounted by three cannon balls and standing on a foundation of solid masonry, at the entrance to the Burnside bridge. On one side is cut the badge of the Ninth Army Corps, while another bears the inscription:



The Thirty-Fifth Regiment
of
Massachusetts Volunteers
Crossed this Bridge with Ferrer's
Brigade, Ninth Army Corps,
At Noon, Sept. 17, 1862, and
Moved to the Right up the Hill,
Where, at the Lane, Two Hundred
And Fourteen of Their Officers
And Men Were Killed and Wounded.
Gloria ast pro Patria Mori.

It was near this bridge that the fighting Thirty-fifth threw off their extra equipments, and across it, in obedience with General Burnside's

command, they forced their way under a hot cross fire, from the Confederate artillery. Lieutenant-Colonel Carruth in command, the regiment advanced to the front, and took an active part in the battle, doing very effectual work, but sustaining severe losses in the great number of killed and wounded. Colonel Pope, one of the few officers who survived this action, was at this time second lieutenant in Company I, of which Judge Lathrop, of the Supreme Court of Massachusetts, was captain.

Colonel Pope was one of the commissioners recently sent out by the Old Bay State to act in conjunction with the National Commission in locating the positions of Massachusetts troops on the field of Antietam.

It is proposed to appropriately mark the various important locations by the erection of uniform monuments and, if the measure goes through, the expense of the undertaking will be borne by the state. That work, however, has nothing to do with the monument referred to, the latter being a personal gift from Colonel Pope to the Association of the Thirty-fifth Regiment Massachusetts Volunteer Infantry.

This association on the occasion of its twenty-eighth annual reunion, September 18, 1893, was sumptuously entertained by Colonel Pope at his estate on the Jerusalem Road at Cohasset. At the business meeting the question of the advisability of raising a monument was raised and, as Colonel Pope volunteered to stand the entire expense, a motion was put, unanimously carried, and supplemented by three rousing cheers for the generosity of the host.

RALEIGH COMPANY WILL NOT CLOSE.

EDITOR THE BEARINGS: In some of the cycling papers an article has appeared that Mr. John Griffiths, chairman of the John Griffiths Cycle Corporation, is in this country for the purpose of closing up the Raleigh Cycle Co.'s business.

This article has been wholly unauthorized, and has been printed without verification from this company, the interested party, and is calculated to do us harm. We wish to state most emphatically that the Raleigh Cycle Co.'s business in this country will not be closed up, that it is a permanent business, and that it is the intention of the company to increase its business largely. All Raleigh agents and the trade in general are requested to take notice of this statement.

Yours very truly,
THE JOHN GRIFFITHS CYCLE CORPORATION,
by John Griffiths, *Chairman*.

THE RALEIGH CYCLE CO.,
by Alfred du Cros, *Director*.

THE RALEIGH CYCLE CO.,
NEW YORK, July 9, 1894. by Geo. S. MacDonald, *Manager*.

TO TOURNAMENT MANAGERS.

If you want admission tickets to your races furnished free of any expense to you write to the Bearings Publishing Co., 46 Van Buren street, Chicago, for particulars. These tickets are provided with coupons to tear off at the gate, and strings with which to fasten them to the wearer's buttonhole.

It is not generally known that "our own" John S. Johnson once competed in two six-day, six hours a day, races at Winona, Minn., and won both, defeating Tom Bird and others. It was an amateur race, and Johnny was fired with the spirit from watching Tom Eck in a Minneapolis race. It is said Johnny watched this race from the roof of a neighboring shed.

GOTHAM TRADE HAPPENINGS.

NEW YORK, July 9.—The warm weather, which has stayed so persistently with us several weeks, has been the cause of a general falling off in trade circles. The same reply comes from each inquiry as to business, and that is, "Well, it could be better." Trade is not dead nor anywhere near it, but that big rush with which the season opened has cooled down to a steady, fair business.

The new store of the Wilson-Myers Co., at No. 4 Warren street, is rapidly nearing completion. A magnificent bay window is being built in the front of the store, and a show window will be placed in the hall leading up-stairs. Both will be lined with black velvet, and the display will be most attractive. The inside of the place is about 25 x 80 feet in size, and is utilized as a salesroom and general offices. At the extreme rear, and running the entire width of the building, is Mr. Wilson's private office, fitted up in the most modern and elaborate style. His office is entered by a long, narrow passage-way from the front of the store, on the left of which is the headquarters of Jake Bretz, the general manager of the business. Adjoining Bretz's office is one devoted to the company's stenographers, while directly opposite, on the other side of the passage-way, is the bookkeeper's and cashier's apartments. Down-stairs, both the basement and the sub-cellar, are used for store-rooms, and large spacious ones they make, too. Everything is light and dry, and perfectly ventilated. Mr. Bretz says that business has settled down now, and not more than fifty wheels are sold from the store daily.

The H. and D. Folsom Arms Co., 314 Broadway, are creating a stir by offering Helical Premiers, which list at \$150, at \$75 each. Three models are offered, viz.: The roadster, racer, and ladies', weighing from thirty to twenty-four pounds. All wheels are fitted with Dunlop tires.

Alexander Schwalbach was a happy man when George Kuhlke, on a Liberty Bogie man, won the time prize in the Charlie Schwalbach twenty-five mile road race on July 4. Alex, wired the boys at the store on Bedford avenue, the following message:

Kuhlke wins time prize. Earl gets third place and sixth time. Both on Liberties. Hurrah!
ALEX SCHWALBACH.

The telegram was at once reproduced in monstrous letters on a large white placard, decorated with BEARINGS stickers, and placed in the elegant show windows of Liberty Hall. When "the boss" returned from the scene of action he at once proceeded to purchase enough extra dry for all hands, and amid red fire and sky-rockets, the double victory was properly celebrated. As Alex remarks, "If you are a betting man, play the Liberty for a place."

R. M. Woodhead, of the Raleigh Cycle Co., left for Boston last Monday night. While in this city he spoke at length on the action of the N. C. U. licensing committee in refusing August Lehr a license. He is quite bitter on the subject.

H. Fox, of 2236 Seventh avenue, is making a special wheel which he calls "The Devil." He also builds a special ladies' model to which he applies the title "Angel." They are both beauties and masterpieces of mechanical construction, weighing but twenty and twenty-four pounds, respectively. They list at \$125, and are gaining a favorable reputation among practical cyclists. Mr. Fox is the founder of the New York Wheelmen and the West End Wheelmen. In addition to special builds, Fox does a complete line of renting and repairing, and has ample accommodations for storage.

A Staten Island racing man has ordered of Mark Guy, Seventh avenue, corner of One Hundred and Thirty-first street, a fourteen-pound racer, with three and a half inch tread. If any one can build such a machine properly the manager of the Vigilant Cycle Co. can, as he makes a specialty of special light-weight cycle building.

Carl Von Lengerke, 8 Murray street, declares that the Lu-mi-num has scored a tremendous hit, and is much sought after. In addition to Lu-mi-nums, Von Lengerke & Detmold handle Warwicks and Kenwoods, which are holding their own very nicely.

George F. Scott, generally known as a "hot card," is with James Henderson, 165 Greenwich street, selling Tribunes, besides doing an all-round hardware business. He reports the demand for Tribunes far in excess of the supply, and claims that business is on the rush. The Tribune is as trim a looker as there is on the market, and possesses a number of excellent advantages, among which might be mentioned the cycloidal sprocket, which experts state is far in advance over the kind generally in use.

W. H. Roberts, of the K. C. W., punctured his tire on July 4, when he was ten miles from Brooklyn, out in the country. In hope of finding a place where he could take off his coat and devote some hours to repairing the puncture, he strolled back whence he had come. He failed, however, to remove the glass, which was the cause of the trouble, and along came another wheelman, riding exactly over the same spot, and another tire was gone. With the second rider, however, it meant but the loss of a few moments, and the wearisome work of pumping air. He rode Simplicity 47 tires, and Roberts did not. The ease and dispatch with which the second wheelman worked, and the short space of time necessary to mend the tire,

impressed Roberts so much that he had decided to have Elliott Burris, 64 Cortlandt street, rebuild his old wheel for the nominal cost of \$25, and place instead of the old ones a pair of Simplicity 47's on the machine. These practical exhibitions are hard arguments to get around.

Six League chainless bicycles were shipped to Europe last week to fill special orders. Four of the number went to France, the others to England. Ira Perigo & Co., 23 Park Row, claim to be receiving more orders than they can fill for the machine. Perigo & Co. are the regular New York agents, and they say that the number of interested persons who watch the wheels go round on the chainless in the show window, and who at once step in to inquire about it, proves the widespread notice which the machine is commanding.

ENGLISH TRADE NOTES.

LONDON, June 30.—S. F. Edge has handed in his resignation to Rudge & Co. with whom he has been connected as traveler for nearly two years. This has come as a surprise to many. I understand that the matter is somehow or other connected with Edge's riding, but what is the exact cause of the quarrel is at present a secret.

The Seddon Tire Co. has decided to relinquish the retail trade and is closing its various depots. What this means I don't know, but even tire companies are suffering by the depression in the cycle trade, which at present prevails.

The Central Engineering Works Co., Ltd., of York, are doing a large business with their serrated ferrules and some of the best makers are adopting these. The ferrules are serrated into a series of points which give plenty of hold for the brazing and entirely destroy the dangerous shoulder of the ordinary lug. For thin tubes nothing better can be employed as the strain is graduated evenly to the extreme points of the ferrules. I inspected this invention at the last Stanley show, and am not at all surprised to learn that they are being appreciated by the trade.

One of the effects of the almost universal adoption of the gear case in this country is the reduction of weight as far as chains are concerned, and there can be no doubt that within reason this is correct. Lately, however, there has been a decided tendency to carry the improvement too far and broken chains are becoming common. Unfortunately some firms will go to extremes in order to save an ounce or two in weight. Many of the chains now in the market are far too light.

Messrs. Ridings & Burns, of Manchester, have, I hear, devised a new method of forming cycle frames of aluminum. A fusible core of wax is constructed upon which aluminum or other light metal is deposited by electrolysis. The core is then melted out and the frame properly finished. We have heard of aluminum frames before, and I think that this method is doomed to failure like its predecessors.

The Boudard gear is being extensively advertised and evidently great things are expected of it. Mill's sensational cutting of Carlisle's End-to-End record on a Humber fitted with the gear will doubtless have an effect, and boom the contrivance considerably. Several other road records

have been accomplished upon Boudard geared machines, but only by professionals or interested amateurs. In spite of the times accomplished I am still doubtful as to the merits of Mr. Boudard's invention. I understand that a limited company is to be floated shortly for the purchase of the patents. Yet most people thought that it was to this gear that Mr. Du Cros referred when speaking of the recent general meeting of the Cycle Component Parts Co., when he mentioned a new gear which Messrs. Humber & Co. had been experimenting with, and led us to believe that the said gear was the property of the Component Parts Co. Are there two gears, or is there only one and if so, is it a failure? WILL O' THE WISP.

Unions Going to France.

All the big American makers will make a bid for foreign trade another season. The success of those who have entered the list of exporters has been very marked. Soon there will be a much-sought-for field for foreign traveling men, just as a few years ago there was a field for Englishmen in this country. But, begging our English cousins' pardon, it is to be sincerely hoped that our American makers will send a more intelligent and more businesslike lot of men to England than some Englishmen who have represented the British industry here. Another point on which American makers will hardly need cautioning. That is the palming off of old style and "last year" mounts on an unsuspecting public. In this respect England effectually floored all the good opinion Americans ever had of English wheels. This does not apply to all wheels and makers, but to the majority. Englishmen and Frenchmen will not stand this, and will be much quicker to discover the fraud than were the Americans.

Mr. Measure, of the Union company, is highly pleased over an order received for fifty twenty-one and a half pound special Unions for France, Cash was paid for the wheels at that. This made the deal all the more satisfactory.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
OUR CYCLISTS DICTIONARY—
ILLUSTRATED, WILL BE MAILED
YOU FREE FOR THE ASKING.
DROP US A POSTAL CARD AND
GET ONE.
MORGAN & WRIGHT
CHICAGO

"We can not understand," said Mr. Measure to the writer, "how the order happened our way. It was unsolicited and was for a wheel of which we have out but few models. Sanger and Tyler rides two of them. We have not even had a cut made of the machine, and having none across the water, are wondering where the order came from."

"And that reminds me how times have changed. Here we are today receiving orders from abroad for wheels, while but a few years ago the imported machine was all the go in this country and American wheels were not in it as regards weight or speed. And as long as every order is accompanied by cash we will be more than pleased. I only wish they would order during our dull season and not during the busiest part of the year."

CHICAGO CYCLISTS AND THE STRIKE.

The bicycle is showing strongly in the strike at present in progress in Chicago. During these times when one can never tell when there will be a riot, it is rather handy to have a bicycle and not have to depend upon railroad trains and street cars. As a means of transportation the bicycle is the favorite. But there are other uses for the wheel. The cycle corps of the first regiment is now on active duty, and as couriers are earning considerable glory. The Pope company have supplied the corps with light wheels, and have also furnished three thirty-two pound machines to General Miles for use by the regulars.

A company of Uncle Sam's soldiers are encamped at the South Side track, and the ordinary mortal is not allowed to stick his nose inside the gate at the present time. The racing men are allowed to use the track, and the soldiers take a great interest in the boys. Ballard and Dasey were training the other night and the soldiers thought they were racing. They immediately began to bet on results, Dasey, in his green suit, being the favorite among the Irish members of the company.

One laughable incident connected with the invasion of the track is told by Cy Davis. The captain of the Chicago Cycling Club went out to the track to ride, but the sentinel pushed a bayonet in front of his face, and Davis stopped to parley. While he was talking an officer came up. Seeing the star on Davis' cap (the C. C. C. emblem) he rushed up and pushed the sentinel to one side. "What did the surgeon tell you?" he demanded. "Didn't he say to let in every one who wore a star?" And Davis walked in. Racing men who do not belong to the Chicagos will have hard work convincing the soldiers that they are all right.

Sid Black a Candidate for Class B.

In the definition of an amateur, interpreting the amateur rule, it says, "You may teach cycling for cash remuneration, or exhibit as trick rider for same." This rule was discovered by W. B. Young, who knows every L. A.

W. rule by heart, and by him "interpreted" to Sid Black. Black had always considered himself a professional. As he has never raced for money nor accepted money, except for trick riding, he will at once make application to join the L. A. W. and become a member of Class B. While he may never compete in track events this will open the doors of road racing and hill-climbing contests to him. At hill climbing he is an expert.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton,

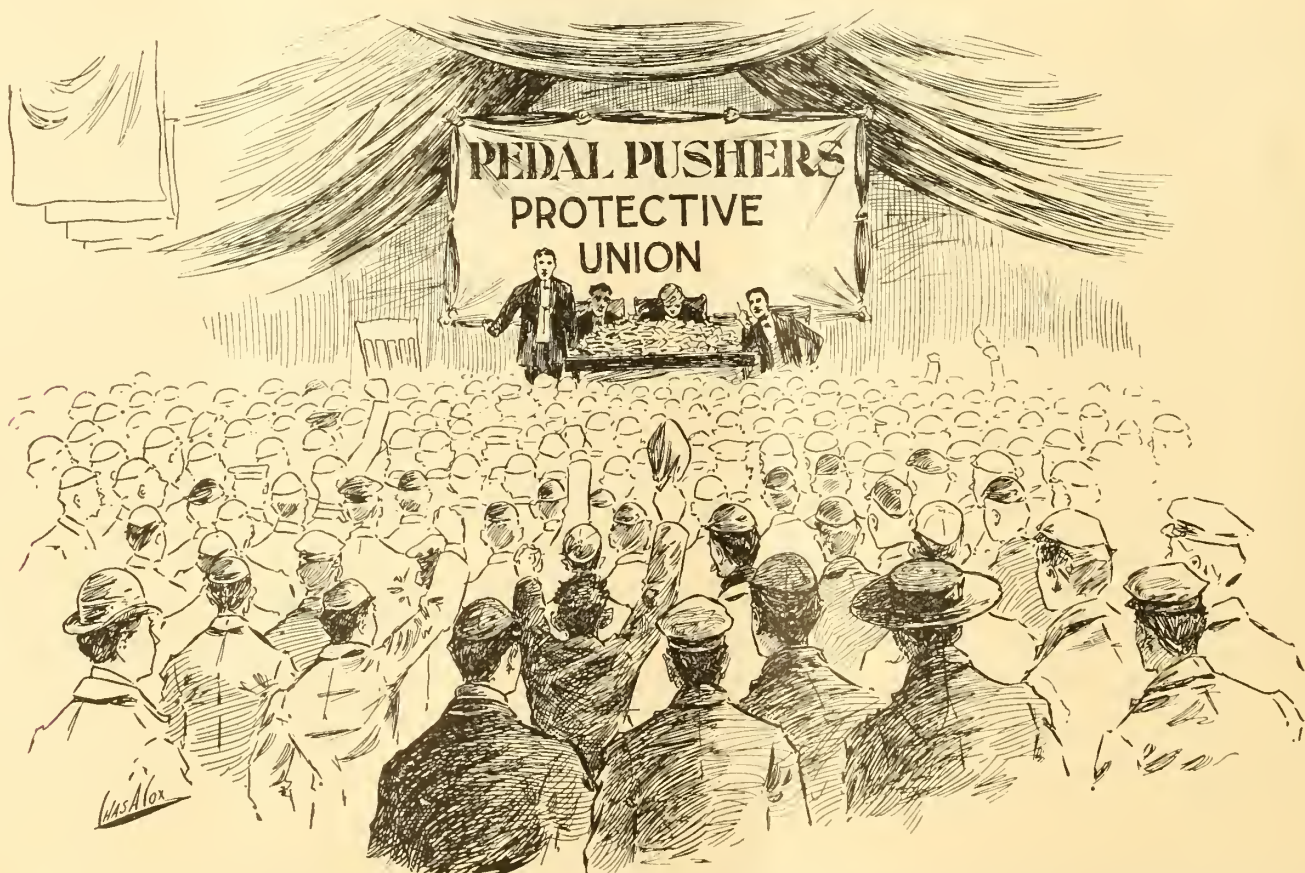


Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge by "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting

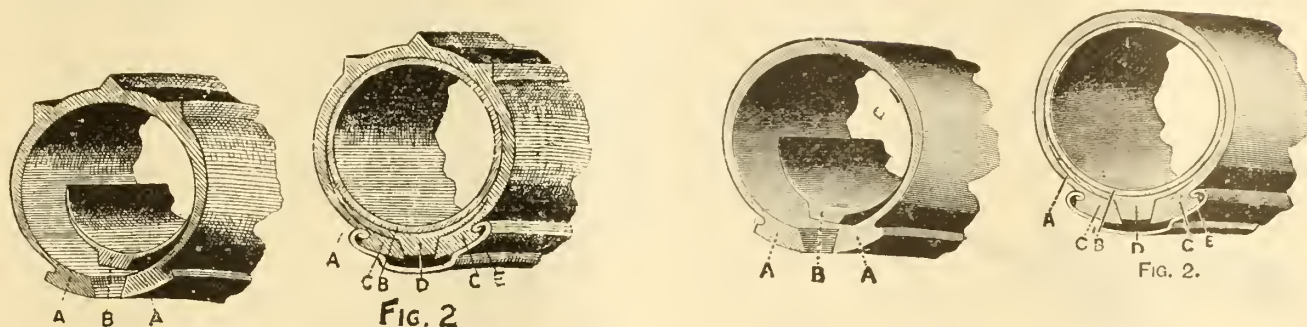
which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R. R.,
195 Clark street, Chicago, Illinois.



PRESIDENT OF THE PEDAL PUSHERS PROTECTIVE UNION:- "The ballot results in the unanimous decision of the delegates to this Union, to boycott all cycle manufacturers who use cheap, frail wood rims in place of the expensive but reliable aluminum rims made by the Eagle Bicycle Mfg Co."



The Cyclone Tires

Either CORRUGATED or PLAIN are the Best Mechanically Fastened Clincher Tires on the Market.

Positively the only practical Clincher Pneumatic Tire yet offered, and the only one constructed on a self-locking principle.

WILL NOT CREEP on account of our novel method of locking the shoe and tube to the rim.

CANNOT BE PUNCTURED by the ends of the spokes, as a thick part of the tire lies just over the spokes' ends, protecting the tube.

CANNOT BLOW OFF RIM, as the Keystone Wedge securely locks the flanges of the tire into the clincher hooks of the rims,

EVEN WHEN ENTIRELY DEFLATED, as the weight of machine or rider will cause this wedge to lock the tire. This is not true of any other mechanically fastened tire.

IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES. For repair work, the Cyclone Tire can be used on G. & J. style of rims. Try them.

Climax and Rex Road Tires

Are the Best Cemented Tires. Perfect Tubes, Perfect Shoes, Perfect Valves.

INNER TUBES pure and warranted at popular prices.

Write for Circulars, Prices, and Samples.

Address all
Communications to

Eastern Rubber Mfg. Co.

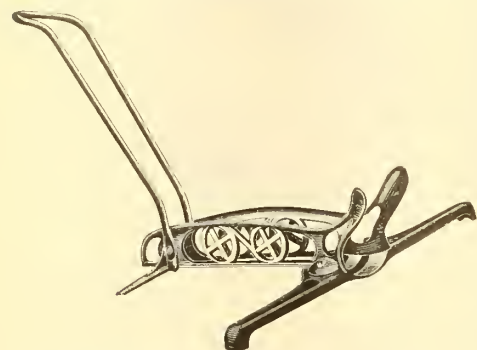
DISTRIBUTING HOUSES:

Room 706, 46 Van Buren St., Chicago. 90 Chambers Street, New York.
Day Rubber Co., St. Louis, Mo. S. F. Hayward & Co., Pittsburg, Pa.
H. C. Lecato, Philadelphia, Pa.

Trenton, N. J., U. S. A.

THE CLEVELAND BICYCLE STAND.

Noderer Bros., of Cleveland, Ohio, are doing a real good business with their bicycle stand, and claim to be selling a goodly number of them in all parts of the country. There is no good reason why this stand should not be a ready seller. It is cheap, selling for \$1.25, and it has many advantages. Here are a few: It is adjustable to any size tire; it is movable or stationary; it will hold a bicycle, whether the tires are inflated or empty; The bicycle can be rolled into it without lifting; the bicycle stands perfectly straight when in it; you do nothing



but roll your wheel into the stand, no screws, no bolts, and no patent device to bother you.

Recent Patents.

521,482—Pneumatic tire and rim for wheels, James W. Smallman, London, Eng.; filed November 11, 1893. Patented in England, France, Germany, and Canada.

521,496—Ice velocipede, Louis Grieneisen, Philadelphia, Pa.; filed December 5, 1893.

521,614—Oilier for bicycle, etc., Ludwig Hirsch, New York, N. Y.; filed October 9, 1893.

521,619—Cycle canopy and support, William T. Jordan, Augusta, Ga.; filed February 7, 1894.

521,661—Tire tightener, William T. Mackey, Vancouver, Can., assigner of three-fifths to John W. Weart and Archibald B. Dockstader, same place; filed September 26, 1893.

521,673—Unicycle, Henry J. Sacksteder, Louisville, Ky.; filed October 17, 1893.

521,682—Register for rotation of vehicle wheels, etc., Hugh D. Studebaker, Bluffton, Ind.; filed November 27, 1893.

521,692—Vehicle wheels, Charles L. Ames, Oak Park, Ill.; filed November 28, 1893.

521,721—Electric lamps for bicycles, George Mayr, Brooklyn, assigner of one-half to Elkin Farmer, New York, N. Y.; filed November 7, 1893.

521,740—Pneumatic tire, Pardon W. Tillingham and Frank Mallalieu, Providence, R. I.; filed March 3, 1894.

521,761—Velocipede, George H. Day, Hartford, Conn., assigner to the Pope Mfg. Co., Boston, Mass.; filed April 20, 1892.

521,786—Monocycle, John W. Finch, Northampton, Mass.; filed May 31, 1893.

521,805—Fabric for bicycle tires, George C. Moore, Easthampton, Mass.; filed January 12, 1894.

521,928—Tire heater, John A. Callaway, Lampasas, Tex.; filed October 12, 1893.

521,943—Saddles for bicycles, Franklin E. Weaver, Torrington, Conn.; filed March 30, 1894.

521,987—Ball bearings, James H. Myers, Grand Rapids, Mich.; filed September 27, 1893.

521,998—Combined skirt and trousers, Bernhard Zeller and Henry Crager, New York, N. Y.; filed December 7, 1893.

522,047—Wheel rims and method of making same, Charles F. Cowdrey, Fitchburg, Mass.; filed March 21, 1894.

522,063—Canopy for bicycles, Lancaster Z. Jenkins, Philadelphia, Pa.; filed April 26, 1893.

522,090—Wheel for bicycles, George W. Smiley and Forrest W. Dunlap, London, Eng.; said Dunlap assigner to said Smiley; filed August 3, 1893.

522,136—Chain wrench, John H. Vinton, Boston, Mass., assigner to the Truitt Mfg. Co., Portland, Me.; filed December 11, 1893.

522,138—Rubber tire, Charles K. Welch, London, Eng.; filed February 13, 1892. Patented in England, France, Belgium, Canada, Denmark, South Australia, Victoria, New South Wales, Queensland, New Zealand, Austria-Hungary, and Italy.

522,141—Tire for bicycles, Eden M. Ballantine, Philadelphia, Pa.; filed January 17, 1894.

522,162—Tire tightener, Edward W. Hays, Vandiver, and Eli A. Thuston, Avondale, Ala.; filed April 7, 1894.

Design 23,395—Bicycle frame, Frank G. Stark, St. Louis, Mo., assigner to the Carbo-Alumina Metal Co., same place; filed January 8, 1893. Term of patent fourteen years.

New G. & J. Tandem.

The Gormully & Jeffery Mfg. Co., keeping abreast of the times, have recently turned out several new Ramblers. The new "bicycle built for two men" is constructed on the same lines as the Rambler tandem which has already been illustrated in these columns. They have also a racing tandem which is built considerably lighter, and is fitted with light G. & J. racing tires. The new racers, just completed for the Rambler team, tip the scale at sixteen pounds, and are fitted with light G. & J. racing tires. The latest is a Rambler for tall men, which has thirty-four-inch wheels, and correspondingly tall frame. A goodly number of the latter have already been sold.

Cycle Store Fire in Louisville.

LOUISVILLE, Ky., July 7.—G. M. Allison & Co., who are agents in Louisville for the Columbia, Hartford, Hickory, and other lines, suffered a severe loss by fire last Thursday. The fire was communicated to the repair shop by an electric wire, and when discovered had made so much headway that nothing in the rear part of the store could be saved. A party of wheelmen passing by the store saw the blaze, and breaking in the front door, removed a great many of the wheels across the street, or the loss would have been greater. They lost about four thousand dollars, which was covered by insurance. As soon as the loss is adjusted they will resume business.

The Chicago Cycle Co., handling the Fowler, have given up the contest and removed to Chicago.

The Standard Cycle Co. will open up a new store this week at 614 Fourth avenue. They have not yet selected all of the lines they will handle.

A Really Good Lantern.

The writer has been using a searchlight lamp, made by the Bridgeport Brass Co., for the past week, and has a last struck a lamp that suits him. It is handsome, and certainly adds to the appearance of any wheel. Then it does not jolt out when crossing a little bump. The light itself is as strong as a miniature locomotive headlight, throwing the beams of light fifteen yards in front. It is clean, and one can carry the lamp full of oil in a pocket handkerchief without soiling the linen. The searchlight is meeting with a good sale in Chicago. The Pope Mfg. Co., at 291 Wabash avenue, handle no other lamp but this.

QUITE A SNAP FOR GOEHLER.

PITTSBURG, July 7.—A few miles down the Ohio River there is a new town which is known as Ellwood. It is made up of a large summer hotel, a few factories in one end, and what is known as the "Pittsburg Circle" in the other, which is nothing more than a mile driving track. It is called a boulevard and can be termed a public highway, as it is not fenced in, and only about a quarter of a mile can be seen at a time. The owners of this town struck a novel way to advertise it. They got up what they called a series of road races, which were made up of a one-mile novice, one-mile open, half-mile handicap, and such other races as go to make up a regular track meeting. Very valuable prizes were offered, and some of the best road and track riders in the country entered. But the only ones to put in an appearance were Adolph Goehler, of the Buffalo Ramblers, L. C. Johnson, of Cleveland, W. A. Lutz, of Buffalo, A. L. Banker, of Pittsburg, T. R. Eddy, of Columbus, George Williams, of Pittsburg, who was suspended from the track for two years, a few weeks ago by Chairman Raymond, and a number of other racers from western Pennsylvania. The meet was advertised as road contests, but was carried on like a regular race meeting, although the riders could only be seen from the tape at the start and finish. It was a big success, as five or six thousand people were in attendance each day. Banker, of Pittsburg, was sick, and rode in bad form. This left Goehler without any one to push him, and he captured nine firsts, taking home with him prizes valued to the amount of \$900. This is probably the first event of the kind held in this country, and although the races were within the road rules of the L. A. W., they were virtually track events, and may be looked into by the Racing Board.

American Wood Rims For England.

Geo. W. Marble, of Plymouth, Ind., left America last week for England, where he will introduce the wood rim of his manufacture. This rim is now used by nearly every one of the leading manufacturers of this country with splendid results. Mr. Marble took 150 sets of rims with him to fit to racing wheels. Osmond and Shorland are using them now, having had them sent over some time ago.

The programme at the Utica meet was gotten out by Arthur Beatty, a son of Alderman Beatty. The lad is only fifteen years old, but made a nice sum on his advertising. He introduced a novel scheme when he allowed E. C. Stearns & Co. to insert "on a Stearns" after every rider's name who used that machine. E. C. Stearns & Co. also purchased all the space on the programme.

It is said that when a tire is punctured on the street at La Grange, Wis., that the town pays all damages. The town board recently voted to pay for a new tire for a local rider who punctured on a newly graveled road.

Morgan & Wright are still running two forces, and are keeping them busy at that. Their stock room is low, and they have hard work to keep pace with orders. And yet some people say that business is dull!

The Rambler people have recently made large shipments of wheels to Bombay, India, Japan, and South Africa. Their Mexican trade is very promising.

Julian L. Frank, recently with The Snell Cycle Fittings Co., Toledo, O., is in the east in the interest of A. U. Betts & Co., of Red Cross cement fame.

E. Fouger & Co.'s anti-stiff is selling good this time of the year. It is a pleasing lotion, quick in action, and guaranteed to prevent soreness.

The Syracuse Cycle Co. are now moving into their new plant, where by August 1, they expect to be prepared to welcome their friends.

Mr. F. A. Elwell, of touring fame, has purchased a No. 8 Rambler, which he will ride on future Elwell tours.

Forty-eight bars are attached to the century badge of C. M. Fairchild, of Chicago, all won since June, 1893.



Sylph Cycles

Stand Hard Usage. Win on the Track.

Are Handsomely Finished.

Perfect in Design.

Philadelphia, Pa., June 18, 1894.

Rouse, Hazard & Co., Peoria, Ill.

Gentlemen: We wish to notify you that in the challenge match race for the championship of Philadelphia, June 16th, between the Quaker City Wheelmen and the West Philadelphia Cyclers, Mark Meredith finished first in the excellent time of 13:10. He weighs 192 pounds and rode my 22 pound Model G Sylph. I finished fourth, close up, on another Sylph after running over a man and his machine, and having a very bad fall, but did not injure the wheel in any way. Globe Steam Heater Co., per Dampman.

We have reports from many other places where our machines have collided with others or run into obstacles and come out without a blemish. Agents wanted for these, the hand-somest cycles of the season, in all unoccupied territory. Catalogue free.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers.
Mention The Bearings Oldest and Largest Jobbers in the U. S.

THE BEARINGS

Vol IX
No 25

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JULY 20, 1894.

GENUINE THIS TIME.

J. P. Bliss Complies With League Regulations and Breaks World's Record for the Standing and Flying Miles.

WALTHAM, MASS., July 14.—Chairman Raymond will have to use his blue pencil and scratch from the record books of the League the names of John S. Johnson and H. C. Tyler on the pages devoted to the mile records and substitute the name of Julian P. Bliss, of the Chicago Cycling Club. In one short afternoon Bliss' star has completely obscured those of Johnson and Tyler and the records for the flying and standing miles now belong to the Chicagoan.

Two events were run off to comply with League rules and then the attempted record-breaking was in order. Several showers during the day only put the track in perfect condition. The light wind that prevailed early in the day died away about 4 o'clock and the day was declared perfect for record breaking. When Bliss reached the track he was cheered by the spectators and racing men and he hurried to his quarters to

Prepare for the Coming Struggle.

It took him some time, but the audience was busy enjoying the heats of the third-mile open. At last his pink suit loomed up at the gateway and every one prepared to see the flying mile record smashed. Bliss' copper rims flashed in the sunlight as he rode slowly around the famous oval followed by his tandem pacemakers. Every one stopped talking as the tandems took up their stations. Trainer Schaefer was as nervous as a cat in a strange garret. Manager Atkins gave Bliss the word and "Pinky" immediately caught onto the tandem ridden by L. J. Berlo and Cutter. The starter's handkerchief fluttered to the ground and Bliss was on his ride to break Johnson's 1:56. The tandemites seemed to be sprinting as hard as they could, but little Bliss hung on. The first quarter pole was reached in :28½, still no let up in that terrible pace. One-third in :37¾! Berlo and Cutter brought the flying man up to Brandt and McDuffie, and one of the prettiest pick-ups on record was made. Without a falter "Pye" changed pacemakers and whirled by the half in :55¾. The two-thirds pole was reached in 1:15½ and still that tremendous clip was kept up. Lumsden and Githens were to take their two club mates the last third, but they had not ridden enough together and did not do so well in picking up their man.

Bliss Lost About Three-Fifths of a Second

changing pacemakers. The timers' watches showed 1:25 for the three-quarters. Urged on by his trainer and friends Bliss hurried the pace and the last quarter was done in :29½. The full mile was done in 1:54¾, a cut of 1½ seconds off Johnson's time.

After a short rest Bliss came out to have a try at Tyler's standing mile of 2:00½. His previous ride did not seem to tell on him, and he seemed as fresh as ever as he came to the tape. There was no attempt to steal on the pistol and the start was a very pretty one. McDuffie and Brandt took him the first half and Lumsden and Githens brought him home. His time for the mile and the intermediate distances were: Quarter, :32; third :41½; half, 1:02½; two-thirds, 1:21½; three-quarters, 1:31½; mile, 2:00.

Then Nat Butler had a try for A. W. Porter's Class A mile of 2:03. Paced for two-thirds of the distance by Williams and Haggarty on a tandem and for the last third by James Clark, he set the new figures at 2:01½.

Haggarty and Williams rode a flying mile on a tandem and did 1:59¾. They were paced half the distance by Metz and Callahan. The times were: Quarter, :29; third, :38¾; half, :58; two-thirds, 1:18¾; three-quarters, 1:28; mile, 1:59¾.

ZIM SCORES AGAIN.

PARIS, July 15.—Fifteen thousand people assembled today at the Buffalo-Velodrome to witness the contests between Zimmerman and Barden, the English rider. Their first race, one mile, was easily won by Zimmerman, who finished a dozen lengths ahead of his competitor.

In the second race, five miles, Zimmerman followed Barden with pace-makers until the fifth lap was reached. Then he let himself out and shot ahead with such rapidity that Barden, seeing there was no possible chance to win, retired. Zimmerman's time was 11:59¾.

Zimmerman then won another race easily, Wheeler finishing second. The crowd went wild over Zimmerman's victories, and he was given an enthusiastic ovation.

SANGER'S NEW RECORD.

The Big'un Rides an Unpaced Mile at Waltham in 2:11 2-5—A Ride Under Difficulties.

WALTHAM, MASS., July 17.—Walter Sanger established a new world's record at the Waltham track this afternoon. This time it was the unpaced mile mark that was lowered more than four seconds, and Sanger had the honor of being the first one to try for the mark in this country. This record has never appeared to the riders of America. Indeed, until this year, it was seldom mentioned. Last season, at the close of the record performances in the south, the unpaced mile began to be the subject of comment, and was recommended by certain experts as the only one that showed what a man could really do. They said that paced miles did not show what a man was actually worth, physically. They contended that a paced mile depended on its pacemakers when no more faster pacers could be found.

Fournier, the Frenchman, rode the fastest previous unpaced mile at Paris last season in 2:16. Sanger did the trick at the Waltham track in 2:11½. The day was by no means a good one for record work. There was a light, fickle wind that played peek-a-boo with the big Milwaukeean, and when he retired to his quarters, it fell absolutely. When he came out and set his wheel for a trial, it rose and blew in its might. After a long monotonous wait he again came out and circling the track a few times, finally waved that

He Was Fit to Go.

His trainer, Dumbleton, and Manager Sidwell, urged him on as he crossed the tape on a flying start. He did not seem to be going fast, and this is a strange thing always observable in a man with no pacers in front of him—he always seems to be going slowly.

Sanger rode two laps of the mile with little exertion, but seemed to be very tired on the last lap, and as he came down the stretch he acted as if he could not push the wheel. Doubtless the wind was strong enough on the course to produce this impression. His intermediate distances were as follows: Quarter, :29½; third, :40; half, 1:01½; two-thirds, 1:24; three-quarters, 1:35½; mile, 2:11½.

There were one or two scrub events, notably a mile invitation for Class A men, which brought out Butler, Haggarty, Williams, Callahan, and Pettigrave. Haggarty won the pair of racing tires, which was the first prize, and Butler the pair of pedals.

Eddie McDuffie and George Cutter attempted to lower the flying tandem mark of Haggarty and Williams, but only did the distance in 2:06. The officials whose names went on to the claim for Sanger's record, were: H. W. Robinson, referee; G. L. Sullivan, A. K. Peck, C. G. Percival, judges; H. Crowther, J. E. Saville, and F. Debathe, timers.

BANKER'S AUSTRIAN RACING.

TRIEST, AUSTRIA, July 1.—Had it not been for the tricky Italians George Banker, the American, would have won every race in which he started in the two days' meet at Montebello. As it was the Pittsburg boy scooped in all but one race. In the one he lost he was pocketed by the Italians, but got through after two of the competitors had fallen, but too late to get better than third. At the first day's races Banker won the mile invitation from Dani, of Florence, by a scant six inches, Henry Opel being third. The race was a loaf, it taking 1:35 to ride the half and 2:51 for the mile. Banker also won the Grand Gara Triest (grand race of the city of Triest). This race was run similar to the American lap race, the winner of each lap scoring one-third of a point. On the last lap the man leading scored 12 points. Banker won this, and of course got the race, beating Dani by 2½ points. It was in the six-mile race that Banker was pocketed and beaten. Opel won it in 18:00.

The races the second day were interesting, and again Banker came to the front. He captured the final heat of the "great race of Triest," and also beat Dani in the Gara d'onon (the race of honor). The distance was one mile, and was a loaf to the last quarter, when Banker jumped out and won as he pleased from Dani in 3:25.

A twenty-five-mile handicap race was the last on the programme. Colombo and Comiwelli were leading by fifty meters at ten miles, and were changing pace in an effort to hold the lead. At half distance Banker started after them, and after a merry chase of a mile and a half overhauled them. He won the race by eight lengths, after being pocketed by the dagos. Time, 1:18:52.

HISSED THE MARSHAL.

An Asbury Park Official Arouses the Wrath of the Spectators—Sanger Rides in Good Form.

ASBURY PARK, July 13.—Five thousand people arose in their wrath and hissed an over officious person called a marshal at today's meet of the Asbury Park Wheelmen. The second heat of the mile open was being run. All "who knew" were intensely interested in the event, as Raymond MacDonald, the recently converted Class A star, and W. J. Edwards, the Californian, were riding. Of a sudden there was a cry of horror as four men went down on the turn. Ray MacDonald was one. He had struck the rear wheel of a wobbling competitor. In his fall MacDonald slid about twenty feet. Edwards and Coleman fell also, and Barnett, the Irvington-Milburn wonder, had the alternative of falling in the bunch, or over the bank. He chose the latter. It was to rescue or aid Barnett that Manager Wells, of the Spalding team, started to run across the track. Marshal S. W. Kirkbride had received his instructions and, like the Czar's soldiers, stopped everybody. He rushed for Wells and caught his arm, whirled him around and started, or tried to start, him back. Wells resisted, and Kirkbride insisted that he must keep off the track. Wells started back protesting (perhaps strongly and naturally so) and Kirkbride followed him, pushing at the big fellow's back in an enraged and officious manner. Spectators hissed, and repeatedly

Hissed the Marshal

who made the excuse that he only obeyed orders.

Otherwise the race meet was a success. There were many exciting finishes, Chairman Raymond exercising his prerogative and calling the mile open, Class A, no race and no run-over, for being 8 seconds and a fraction over limit. Thereafter, limits were met manfully. Clerk Perrett cautioned the men about loafing, as Mr. Raymond stood watching.

W. C. Sanger proved himself every inch the champion he is cracked up to be in the manner in which he rode and won the mile open. This was run in heats. Sanger at no time expected to do anything in these races, being afraid of the banking, which is too low for a man of Sanger's weight. In the first heat, Sanger and Titus paced, Sanger taking the second lap. Titus held Sanger close at the finish, and Kennedy, contracting his body, jumped the tape ahead of Tyler six inches, qualifying for the final. It was in the second heat that the fall occurred, and Taylor, Graves, and C. M. Murphy, escaping, ran in the order named.

The Final Was a Pretty Race.

Sanger coming down the stretch at good speed, but capable of better, with Titus lapping his rear wheel. Again Sanger, Titus, and Murphy divided the pacing.

The two-mile handicap, Class B, resulted in two exciting heats and a final. In the first heat Maddox, with 170 yards, held his lead to so good effect that the field, including Sanger, decided to make the race for second to fifth places.

The second heat saw Bald, 20 yards, Murphy, 30 yards, and Kennedy, 80 yards, changing pace to catch the field. This they did, but the effort had done them out and all quit without a trial to go to the head. Steenson made the move just as the back-mark men came up and Miller shot out and won, Warren (140 yards), Arnold (190 yards), Steenson (150), and Edwards (150), running in the order named.

The final was another pretty contest, Sanger, Titus, and Taxis changing pace to catch the field. All were bunched for the sprint. Graves had the pole and came away in good style. Titus gave Sanger a warm argument for second and crossed the tape six inches ahead of the big fellow.

Summaries:

One-mile novice, final heat.—Albert G. Brown, Montauk, first; M. A. Carpenter, Newark, second; A. J. Hargan, Newark, third. Time, 2:44³/₄.

One-mile open, Class A, first heat.—Geo. C. Smith, first; E. L. Blauvelt, second; R. C. McCurdy, Philadelphia, third. Time, 2:42³/₄.

Second heat.—C. Fred Royce, Paterson, first; W. F. Sims, Washington, second; Charles Brown, third. Time, 3:03¹/₂.

Third heat.—W. D. Osgood, first; W. L. Darmer, second; J. B. Pearson, Vineland, third. Time, 2:48.

Final heat, time limit 2:40.—Charles Brown, first; C. Fred Royce, second; G. C. Smith, third. Time, 2:48¹/₂. Chairman Raymond declared this no race, the limit not being reached.

One-mile open, Class B, first heat.—W. C. Sanger, first; F. J. Titus, second; A. D. Kennedy, third. Time, 2:37. Tyler, Helfert, Miller, and Taxis also ran.

Second heat.—G. F. Taylor, first; F. C. Graves, second; C. M. Murphy, third. Time, 2:45¹/₂. Bald was fourth; Warren, fifth; MacDonald, Barnett and two others fell and slid twenty yards.

Final heat.—W. C. Sanger, first; F. J. Titus, second; C. M. Murphy, third; G. F. Taylor, fourth. Time, 2:35³/₄. Limit was 2:35; no race, no run-over. C. Murphy, Titus, and Sanger divided pacing.

One-mile handicap, Class A, final heat.—W. F. Sims, 40 yards, first; W. Scott, 25 yards, second; H. B. Martin, 65 yards, third; R. C. McCurdy, 90 yards, fourth. Time, 2:18¹/₂.

Two-mile handicap, Class B, first heat.—H. Maddox, 170 yards, first; F. J. Titus, 20 yards, second; F. C. Graves, 150 yards, third; W. C. Sanger, scratch, fourth; W. W. Taxis, 20 yards, fifth. Time, 4:50³/₄.

Second heat.—E. F. Miller, 140 yards, first; A. W. Warren, 140 yards, second; H. B. Arnold, 190 yards, third; H. R. Steenson, 150 yards, fourth; W. J. Edwards, 100 yards, fifth. Time, 4:17. Bald, Murphy, and Kennedy, back-mark men, caught the field and dropped out in last lap.

Final heat.—Fred Graves, 150 yards, first; F. J. Titus, 20 yards, second; W. C. Sanger, scratch, third. Time, 4:47.

One-mile New Jersey division championship, time limit 2:45.—E. Leighton Blauvelt, first; Geo. W. Coffin, Orange, second; C. Fred Royce, third; W. C. Roome, fourth. Time, 2:40³/₄.

SECOND DAY.

ASBURY PARK, July 15.—Seven finals and twelve heats were closely contested at the second day of the Asbury Park Wheelmen's meeting. The dangerous character of the track, where large fields are competing,

was illustrated by several serious falls, one very serious. This was in the third heat of the two-mile handicap, Class A. Darmer (110 yards), Osgood (50 yards), Hendricks (160 yards), and Watson (200 yards), were in the bunch of a dozen, and Darmer and Osgood were certain to qualify. As they rounded the first turn of the last lap there was a crunching, "breaking-of wheels" sound and the four came down in a heap. Osgood and Darmer came out unharmed, but covered with the sand of the track. Darmer mounted and rode furiously after the field, running into fifth place. Watson and Coleman walked back to the stand. Hendricks arose and started to walk. But he gave up and was carried to the dressing-room, with two ribs broken and a badly bruised body. He was unconscious for several hours.

In his heat of mile open Tyler was pushed over the bank. Several rushed for a small space. Tyler rode down to the river bank and dismounted. He had no protest to make. In the second heat of the two-mile handicap, Class B, Arnold, Ganse, and Thatcher came down on the same corner that Hendricks did, and Arnold had his wheel broken. There were several other falls.

Chairman Raymond, the referee, exercised his prerogative in the final and disqualified Murphy from second place in the half-mile open. As the field passed the stand Steenson was seen to slow down from the terrible pace. Charles Murphy dropped back with Steenson and in a hoarse whisper told Steenson to go on. This he did and Murphy followed him to the front of the bunch and into a good lead. Chairman Raymond was asked what he thought of the trick. "It's legitimate," said the worthy chairman. But Steenson, immediately he had got Murphy to the front, dropped out. Chairman Raymond at once turned and said,

"Disqualify Those Two Men."

Murphy had a good lead around the turn. Tyler unwound his terrible sprint and nipped "Brother Charl" at the tape, winning by six inches. Taxis ran a close third, barely six inches ahead of Titus. Murphy denies that any trick was arranged beforehand, and that he won his heat through Steenson's run for the front. This gave him the idea in the final.

George C. Smith displayed much of his old-time form in the first race of the day, the mile open, Class A. Smith rode his new mount, the Union, to victory in his heat, and in his final won the most meritorious victory of a great day's racing. There was a time limit of 2:45, and the first two laps consumed 2:00 flat. Smith went out and paced the entire last lap in :45, the last quarter in :29¹/₂. This was good for the track and a worthy performance, as Smith had fight in him right up to the last. Charles Brown and E. L. Blauvelt were second and third, and fought hard. The time limit was met.

George Taylor ran in front of Sanger for the first time this season in the first heat of the mile open, and Maddox followed Sanger so closely that he shut out Titus, Taxis, Helfert, and Miller. Bald, Kennedy, and Murphy, also qualified. The final was very warm. Sanger and Kennedy did donkey work, and for the last lap Charles Murphy shot to the front of Sanger, the crowd closed in and Bald shot out around the outside of pocketed Sanger. But Bald scattered the crowd. Murphy went out after him and Sanger took the outside of the track. He rode grandly and on the dangerous turn passed the entire field and led into the straight by a length. Charlie Murphy fought hard and gained second and Kennedy shoved his nose over the tape ahead of Bald, Maddox a close fifth. Here was seen the injustice of the prize list, for there was no third prize, and

Kennedy's Worthy Win

went absolutely unrewarded.

In the final of the two-mile handicap, Class A, Sims, of Washington, the only back-mark man to qualify, made a long, hard ride to catch the fast fleeing bunch. The spectators were with Sims and spurred him on by repeated cheers. After catching the field he sat up with a bad side ache.

"Quarter Mile" Royce captured the division championship for the quarter quite handily. Charles Brown and Blauvelt second and third. The two-mile Class B handicap had Maddox on the 180-yard mark. Just why the handicapper should have dealt so leniently with this man does not become apparent. In his heat Maddox was caught, but hardly rode himself out. Sanger and Titus were placed on scratch together, a compliment to Titus, who but a year ago won his novice race and Titus delighted Messrs. A. G. and J. W. Spalding, who stood on the press stand, by winning the heat in 4:41³/₄. Sanger and Titus ran the first mile in 2:21³/₄. In the final Sanger and Titus, scratch, Bald, 20 yards, and Kennedy 80 yards, attempted to overhaul the field, led by Maddox, in vain. Each shared in the pace and when the bell rang still lacked an eighth of a mile, and quit. Maddox rounded the turn in the lead and Silvie, in position to make a very warm fight, broke both rubbers and lost his pedals, yet made it warm. This was

The Race of the Meet.

Maddox winning a \$275 diamond ring, Silvie a \$150 diamond stud and Graves a \$75 diamond scarf pin. Maddox was enthusiastically cheered by his fellow-townsmen.

E. Leighton Blauvelt, G. W. Coffin, Chas. Brown, W. C. Roome, Jas. Williams, and Monte Scott fought a desperate finish in the five-mile division championship and made a close finish in the order named.

Tuesday at 12:50 the men leave Ocean Grove in charge of Jos. Good-

man, editor of the *American Cyclist*, and will travel in a special sleeper and baggage car throughout the entire national circuit. Bathing still continues fine. Sanger, Tyler, Dumbleton, Webb, and Sidwell were compelled to leave Saturday night for Waltham, where they go for the unpaced records Monday and join the party at Baltimore Tuesday night.

M. L. Bridgman joins the Columbia team today, and will hereafter aid Asa Windle in controlling the team. Bridgman will look out for the financial part and enter the men ahead. Bald, MacDonald, Edwards, and probably Jenny will be made "all stars" and the Columbia will again make the fight for top place.

"Arry" Leeming still continues to be aggressive and exclusive, and travels by himself. The Victor riders are all good sociable fellows, and it is small on the part of "Arry" to so exclude his men from the companionship of the men on the circuit.

Summaries:

One-mile open, Class A, final heat, time limit 2:45.—G. C. Smith, first; Charles Brown, second; E. L. Blauvelt, third; J. B. Pearson, fourth; G. B. Cobb, fifth. Time, 2:45. Last quarter, :26 $\frac{3}{4}$ s. Smith paced entire last third and won by a foot; Royce sat up.

One-mile open, Class B, first heat.—Geo. F. Taylor, first; W. C. Sanger, second; H. H. Maddox, third; W. W. Taxis, fourth; F. J. Titus, fifth. Time, 2:48. Last quarter, :31. Three qualify. Three feet between first and second; a foot between second and third. On the last lap Tyler was crowded over the bank and ran down to the river bank to dismount.

Second heat.—E. C. Bald, first; A. D. Kennedy, second; C. M. Murphy, third. Time, 3:08. I. A. Silvie fell on the stretch, throwing Warren.

Final heat, limit 2:40.—W. C. Sanger, first; C. M. Murphy, second; A. D. Kennedy, third; E. C. Bald, fourth; H. H. Maddox, fifth; G. F. Taylor, sixth. Time, 2:36. One of the prettiest played races of the season. A good win for Sanger by a yard from Murphy. Sanger looking round.

Two-mile handicap, Class A, final heat.—Geo. W. Coffin, Orange, 40 yards, first; W. L. Darmer, Bergen Point, 110 yards, second; Ray Dawson, 120 yards, third; W. C. Roome, 140 yards, fourth. Time, 4:54 $\frac{1}{2}$ s. Won by a length. Darmer was allowed to start in final for his pluck in mounting after his fall in third heat. Coffin had the entire last lap.

Half-mile open, Class B, first heat.—H. C. Tyler, first; F. J. Titus, second; W. H. Helfert, third. Time, 1:17 $\frac{1}{2}$ s. Miller was shut out.

Second heat.—C. M. Murphy, first; H. R. Steenson, second; W. W. Taxis, third. Time, 1:16 $\frac{1}{2}$ s. Bald, Graves, Coleman, Warren, and Kennedy, also ran. Won by six inches.

fagged, but never seemed to mind the terrific pace. Foot by foot he crept upon the desperate rider in front, until forty yards from the tape, when he passed him by an admirable spurt. The race was won in 5:08, great time considering the shape the track was in. Fred W. Fisher of Syracuse, who took second place in this race, was an extremely close second, almost nipping Jenny at the tape.

The sixteen-mile road race was a badly mixed up affair. The riders were warned before the start that no sidewalk riding would be tolerated, but at the conclusion of the event a number of protests were made by the riders asking for a disqualification of the riders who resorted to the walks. As the evidence presented was conflicted it was agreed to decide the race as won. The winner of the race was W. F. Melvin, of the Cortland A. A., and C. T. Miner, B. W. C. captured the time prizes. The others finished in this order: Miner, second; J. A. Maynard, C. W. C., third; H. F. Lewis, Syracuse Y. M. C. A., fourth; A. F. Senn, Whitesboro, fifth; C. H. Knowland, Syracuse, Y. M. C. A., sixth; W. L. Jacqueth, C. A. A., seventh; Frank Knowland, Syracuse, Y. M. C. A., eighth.

Summaries:

One-mile novice.—F. J. Barry, first; Herman Dietz, Liverpool, second; Sidney Ketchum, Cortland, third. Time, 2:39.

One-mile open.—F. J. Jenny, first; E. W. Murray, second; C. A. Benjamin, third. Time, 2:39 $\frac{3}{4}$ s.

One-mile, Cortland W. C. championship.—Grove Stevens, first; Ralph Wright, second; L. J. Dudley, third. Time, 2:42 $\frac{1}{2}$ s.

Two-mile handicap.—F. J. Jenny, scratch, first; F. W. Fisher, scratch, second; Budd Hoppler, Binghamton, third. Time, 5:08.

One-mile, Cortland County championship.—L. H. Tucker, first; L. J. Dudley, second; R. E. Wright, third. Time, 3:15 $\frac{3}{4}$ s.

Half-mile open.—F. J. Jenny, first; E. W. Murray, second; C. A. Benjamin, third. Time, 1:17.

Edwards Banqueted.

SAN JOSE, CAL., June 27.—Before Wilbur J. Edwards, one of the fastest men on the coast, left for Buffalo to join the Columbia team, he was banqueted by his fellow-club men of the Garden City Cyclers. Edward's



Final heat.—H. C. Tyler, first; C. M. Murphy, second; W. W. Taxis, third; F. J. Titus, fourth. Time, 1:17 $\frac{1}{2}$ s. C. M. Murphy and Steenson were disqualified. Steenson paced Murphy from the back of the bunch.

Quarter-mile division championship.—C. Fred Royce, first; Chas. Brown, second; E. L. Blauvelt, third. Time, :33 $\frac{1}{2}$ s. Won by several lengths.

Two-mile handicap, Class B, first heat.—F. J. Titus, scratch, first; Fred Graves, 150 yards, second; W. C. Sanger, scratch, third; George Taylor, 35 yards, fourth; H. H. Maddox, 180 yards, fifth. Time, 4:41 $\frac{1}{2}$ s. A beautiful win for Titus. His first start from scratch with Sanger.

Second heat.—H. A. Allen, Asbury Park, 240 yards, first; I. A. Silvie, Port Richmond, 220 yards, second; A. D. Kennedy, Chicago, 80 yards, third; E. C. Bald, 20 yards, fourth; A. W. Warren, Hartford, 140 yards, fifth. Time, 4:41 $\frac{1}{2}$ s.

Final heat.—H. H. Maddox, 180 yards, first; I. A. Silvie, 220 yards, second; F. C. Graves, 150 yards, third. Time, 4:37 $\frac{1}{2}$ s. A gift for Maddox. Sanger, scratch; Bald, 20 yards; Taxis, 40 yards, and Kennedy, 80 yards, could not catch the limit man and stopped.

Five mile division championship.—E. L. Blauvelt, first; Geo. W. Coffin, second; Chas. Brown, third; W. C. Roome, fourth; James Williams, fifth; M. Scott, sixth. Time, 14:13. Last mile, 2:40.

JENNY RIDING WELL.

CORTLAND, N. Y., July 14.—At 10 o'clock, when the Syracuse, Auburn, and Utica riders reached this village, a disheartening rainfall had just ceased, converting the streets and track into miserable puddles. A bright gleam of sunshine, through a rift in the clouds about 10 o'clock, gave the projectors of the Cortland Wheel Club's meet some hope, but it was generally understood that the half-mile oval would be in bad condition. And so it was. While comparatively dry, the only good path was on the pole, the rider securing that having a regular cinch.

F. J. Jenny, of Utica, was the star of the day. He won the half-mile and mile open events, setting the pace all of the way and finishing strong in every event. His riding in the two-mile handicap was extraordinary. He started from scratch, and at the last quarter the limit man was fully fifty yards in the lead. Jenny had set the pace most of the way, and was slightly

holds the world's record for the eighth of a mile, having broken Bob Long's record of :16 $\frac{3}{4}$ by $\frac{3}{4}$ of a second. He also holds the coast record for the competition mile; his time for that distance being 2:15.

Kiser Wins a Time Prize.

DAYTON, OHIO, July 13.—The Miamisburg fifteen and three-quarter-miles handicap road race was run this afternoon. There were thirty-eight starters out of thirty-nine enteries, and fifteen limit men, all of whom started. Clifford Bouch, of this city, won the race. G. Morris, of Hamilton, took second place. Earl H. Kiser, of Dayton, took first time prize. Time, 43:35. Morris took second time prize.

Summaries:

PO.	NAME.	HDCP.	TIME.
1	Clifford Bouch, Dayton, Ohio	10:00	50:37
2	G. Morris, Hamilton, Ohio	4:00	45:00
3	Clifford Croninger, Covington, Ky	9:00	50:37
4	Stanley Kelper, Dayton	8:00	50:06
5	J. K. Hansen, Dayton	10:00	52:41
6	W. Mitchell, Miamisburg	10:00	53:06
7	W. H. Sands, Bloomers	5:00	48:10
8	T. J. Murphy, Columbus	8:00	51:15
9	Earl H. Kiser, Dayton	scratch	43:35
10	E. L. Cummings, Springfield	4:00	47:37
11	Irwin Artz, Dayton	10:00	54:07
12	F. A. Leshar, Dayton	7:00	51:21
13	W. L. Braley, Springfield	1:00	45:45

Sanger is improving rapidly and riding in something like his form of last year at Toledo and Detroit. It will be remembered that last year at Toledo he was beaten by Johnson once, and ran away from him later, and at Detroit defeated Zimmerman three times with apparent ease.

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GEO. K. BARRETT, EDITOR.

2-MINUTES-2

At last! The long-looked-for, and long-predicted mile in 2 minutes has at last been accomplished. Julian P. Bliss, the little Chicago wonder, was the man to accomplish it. To be sure there have been miles ridden under 2 minutes before this, but not in the old-fashioned, regulation way. Bliss' performance is the first standing mile that will find a place on the official record books in "even time." This record is one of the few that will not be forgotten. It creates a new era in cycling history, and to add to the excellence of his performance he preceded his standing start record by establishing a new figure for the flying mile, which he placed at 1:54⁴/₅.

THE UNPACED MILE RECORD.

Sanger has at last given us an unpaced mile record that may be considered worthy the name record. He has placed the figure at 2:11²/₅. Here is something for the ambitious Class B men to try for, and, possibly, to beat. Custom has not recognized the unpaced mile as the standard of excellence, probably because faster time can be made with pacemakers, and, with the vanity common to all mankind, we have accepted the record that would appear the most creditable to the outside world, regardless of the actual merit of the performance. But that was a long time ago. When horse-paced records came into vogue, the powers that be, said that horse-pacing was foreign to bicycle riding and would have none of it. Still they allowed records made with the assistance of triplets and quadruplets. All this only goes to show that there is only one way for a man to make a record, and that is to make it alone and unaided. We do not believe that Sanger's record will stand for any great length of time. There are too many ambitious men who are riding in about the same form as he, that will go after the record, now that a really creditable unpaced mile has been recorded.

FICTITIOUS VALUES.

It is difficult to analyze the spirit that animates the race promoter who places a fictitious value on the prizes that he offers. Of necessity he must be in the business for glory. There is little or nothing to be made out of race meets, and the man or men who run one usually do it for some club, and devote time and work for nothing. This would seem to indicate that the race promoter was animated with the spirit of true sportsmanship. But, if this deduction is correct, what business has a true sportsman putting inflated values on the prizes he offers? To be sure he is anxious to see all the crack racing men present, but if the sportsman spirit is in him at all, it certainly should prevent any deception. Time, and time again, have we noted the most outrageous inflation of values. Recently a racing man asked our opinion of the value of a watch that had been put up and won as a \$125 prize. It seemed far short of that value. It was sent to a whole-

sale jewelery house to be appraised, and the firm offered to duplicate it for \$26. And there you are. It is high time that the racing man received the same protection that the tournament manager gets. The racing man who enters at a meet is compelled to ride there unless he has an excellent reason for not doing so. He may not enter at two meets on the same day. And yet he has to ride for prizes actually worth anywhere from 25 per cent up, of what they are listed at on the programme. We understand that Chairman Raymond is after the Riverside and the Greenwich Wheelmen for listing prizes at much inflated values and will compel them to furnish the winners of those prizes with other prizes of advertised values. We sincerely hope that the report is true.

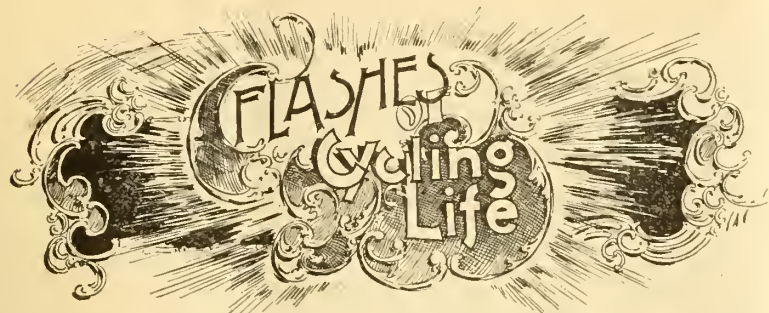
BUFFALO AND HER RACING MEN.

BUFFALO, N. Y., July 16.—The Buffalo racing season is now at its height, and the number of speedy riders developed since the beginning of the year is really surprising. Goehler, the speedy Ramblerite, has improved wonderfully in the last month and now stands at the head of Class A riders in this part of the state. Jenny, of Utica, is the only one to whom he has not administered a defeat, but the Buffalonian has more undeveloped speed than the Utican, and it's dollars to doughnuts that the first time these two meet the results will be a triumph for the Buffalo lad. E. F. Leonert, a Pressite, too, has lately shown a remarkable turn of speed. Only a week ago he defeated Van Wagoner in the cleanest and prettiest manner possible. He is developing a fine sprint and is also forcing his way up the Class A ladder. Jake Linneman, the holder of the 100 and 200 mile road records, and of whom great things were expected by his admirers, has proved a disappointment. Lately, however, he has begun to show better form, after a month of rest, and it is possible that ere long he may again be able to give a good account of himself.

One of the youngsters to come to the front lately is Charles Werick, of the Comrades' C. C. Three months ago he had never been astride a wheel, and he made his first appearance in the Hazard and Martin road races. He took good places in each event, and a short time ago won his novice at one of the state circuit meets. He was the lion of the hour at the Comrades' C. C. recent meet at Williamsville, and captured every race he started in. He has a free and easy pedal motion, and rides without apparent effort, much after the style of Johnson. Werick will be heard from in the near future, and it is even probable that he will be seen near the head of Class A riders in New York state before the season is over.



F. J. JENNY, OF UTICA, N. Y.



There is no fashion so strong, so binding, so unmitigable as that of the bicycle. In clothes a man may affect negligence. The man with his millions is often noted for the carelessness of his dress. It is a common thing to hear discussion about some Croesus, whose income is incalculable, in which some parasite will say: "Why, that fellow has at least fifty thousand dollars a year, and yet he buys his clothes at 'the Bugle,' and pays only \$10 a suit. I've known him to wear a straw hat until the middle of November, and that a last summer's hat."

The fact is that the richer a man may be the more poorly he may dress and get credit for it. Mrs. Hetty Green, who is worth her forty millions, washes her own linen. She is eccentric.

But in cycles all this is otherwise. A wheel out of fashion is an open confession of abject poverty. A cushion tire in these days of cycling luxury, means only one thing—and that is that the rider can not afford to pay for a nice, new, modern pneumatic. That is the short and the long of it. No amount of argument can persuade any one nowadays that an old-fashioned wheel is ridden from choice. Eccentricity will not apologize for want of the modern mount. A cycle is a cycle and noses *will* turn up when their owners see anything that is not new and up to date. A solid tire is to the aristocracy of cycling what rags are to good society. It is intolerable.

We are sorry for our cycling poor. But there is a fortunate difference between the aristocracy of cycling and that of the ordinary world. The man with a cushion tire, although ostracized from "the push," needs no indorsement of fashion to extract from his wheel all the pleasure that the more wealthy cyclist can get out of his. While he of the solid tire can snap his fingers at the whole world and enjoy the glorious bounty that cycling confers on him without losing one wink of sleep in worrying about his more flush neighbors.

And so it rejoices us all, rich and poor alike, that cycling was not given to humanity with a grudge, but spreads pleasure and health to all from the four-year-old tot on his rubber-tired "velocipede" to Zimmerman with his diamonds and tens of thousands of dollars.

Just Think of it.

Now that society has taken to the wheel it will be pardonable for us to indulge in a few fancies, which are by no means to be classed with the improbable.

We can imagine Ward McAllister in a black sweater and loose bloomers, on a red-hot day in mid August, encountering a real mean road hog on the way between Albany and New York, and getting the worst of it in the encounter.



We can imagine Mrs. Astor being run down by a Bowery tough in a buggy, with a fast livery stable horse, and calling on an unsympathetic policeman for protection.

We can imagine Mrs. Potter Palmer calling on his holiness, the Pope, a wheel, and explaining to him how he could benefit his declining health with a daily spin on the bicycle.

We can fancy Lady Henry Somerset and Miss Frances Willard making a tour round the world on their safeties, and preaching temperance to the heathen Chinee, and the natives of Boariaboolaga.

We can picture to ourselves Mr. Hobart Chatfield Chatfield-Taylor in strict training for the Lake Shore Drive championship, and Miss Mary Leiter taking her wedding tour with ex-Secretary Whitney on a specially built tandem through Halifax or Cuba.

We can imagine all the smaller fry, the minnows and the sprats of fashion, buying sweaters, oiling their wheels, trying for century runs

watching the size of their shrunk shanks developing in long mirrors and the privacy of their boudoirs. We can already foresee the nauseating reports of "cycling parties" in the slavish society columns of the big daily papers and other marks of devotion to the all-conquering fascination of the wheel.

And it is quite easy to do that same too.

When a Tandem Is Comfortable.

"A tandem bicycle is far more comfortable than a single," says a contemporary. That depends. It lies altogether with the character and the sex of the person on the other end. For instance a tandem may be the most comfortable thing in the world when a man is driving his best girl before him. Even if he is compelled to do all the work he doesn't mind it a bit on the principle that a man feels a certain sensation of pleasure when a very pretty woman stands on his pet corn. In a case like that one knows what Swinburne means when he says.

Pain melted in tears and was pleasure.

On the other hand, who can then say there is comfort in a tandem when a man rides with a friend who has just learned to pedal? or with a maiden aunt? Or with a fat female cousin from the country who insists on being "entertained" with a tandem ride when *you* wish she was candle grease?

Tandems, like everything else, have their place in nature. And if it be left to *this* court to decide exactly what that place is, we should define two conditions only under which the tandem can be used with comfort, pleasure, or profit: One of these is when it is used for the purpose of pacing a fast man on a good track for a record; and when the person that occupies the front seat is a girl of the kind that gives us intense joy, no matter what she does—say sticking pins into us, for example. In these two instances there is no doubt of the good use to which the tandem may be put. For all other purposes give us the single wheel, if you please.

That Syracuse Affair.

John S. Johnson is extremely indignant at the injustice done him by the Associated Press reports of the Syracuse meet, July 4. The A. P. man in his dispatches stated that Johnson played the baby act and refused to ride at all at the Century club meet because a time limit was placed on a race. In the summaries he placed Kennedy first in the mile open, when Johnson won it. It was the half mile open that the trouble was over. The track was rough and dangerous and the men had to ride wide on the turns. The referee, Wood, is not a cyclist, but a Y. M. C. A. athlete. He put a limit of 1:10 on the half mile and 2:20 on the mile and placed no pacemakers in the races. The man that took the pace ruined his own chances.

"I set the pace for a quarter," said Johnny, "and won the race in 1:15. It was not allowed, and we run over. Again I did my share of pacing. The wind was strong, track poor, and we made 1:20. Again it was ordered run over, and I told the boys it would be the same order again, and that I would not ride it over, but told them to go out and win the prizes; I did not want to see the club get them. This the boys did, and Graves sacrificed his own interests to make it a race. It was won in 1:07 and a fraction. The referee said he wanted to see a half in a minute and a mile in 2:10, but did not consider the track nor wind, nor did he place a pacemaker in the race, though one of the boys offered to go out for a suitable prize. The referee is not a League member, I think."

"Kiss and Let's Make Up."

W. C. Sanger and J. S. Johnson are now close friends; Johnson freely offered to take his share of pacing hereafter and Tom Eck said Sanger was a right good fellow. The reconciliation, for such it was, came about in various ways, the principal one being the throwing of the three, Sanger, Tyler, and Johnson together in the same dressing-room at Dayton and Fort Wayne. The estrangement between Sanger and Johnson has been very marked and each has fought for victory, tooth and nail. It must be said that on one side team work was resorted to, while on the other none was ever tried. Newspaper men saw the injustice of Johnson's victories and naturally cried out against them. Now that this sectional feeling has passed—sectional merely because Sanger trained at Springfield and Johnson at Syracuse—all will be serene, and good honest racing may be looked for. Thus far, of ten races in which the two men have been placed, Johnson has won seven and Sanger three. Hereafter the races between the two will be of more solid interest and a fairer criterion of the men's relative standing.

The Race of the Brothers.

It is proposed that toward the close of the season a match race be arranged, and a sanction gained for a tandem race of brothers. This would be a great contest with W. C. Sanger and Willie Sanger, John S. Johnson and brother, W. F. and C. M. Murphy, W. H. Wells and brother, Charles H. and L. A. Callahan, A. D. Kennedy and brother, James Clark and brother, the McDuffee brothers, E. C. and L. C. Johnson, of Cleveland; J. P. Bliss and brother, Mike Dirnberger and brother, two teams of Baker brothers from Columbus, and many others.

Henry Goodman has again been asked to handicap the Springfield, Mass., races. This is a great honor and has been conferred upon Henry each year since the revival of the Springfield meets.

A. E. Smith and O. F. Bohman, of the Lake View C. C., Chicago, broke the double century record to Milwaukee and return last Sunday, beating the previous record by 43:00. It took them 19:35:00 to cover the 200 miles.

COMO ROAD RACE.

St. Paul's Third Annual Twenty-five-Mile Race—B. Bird Wins Time, And Ewing First Place.

ST. PAUL, MINN., July 14.—The third annual twenty-five-mile Como road race, the principal and most important of the season's wheeling events in this section, was run here today, at Como Park, under the auspices of the St. Paul Cycle Club. Contrary to general expectations, the twenty-five-mile record was not broken, but the race from many points was the best that has ever been held in the twin cities.

As usual, B. B. Bird, the state and northwestern champion, carried off the leading honors, winning first time prize, in 1:14:25, while his brother, T. L. Bird, took second time, in 1:14:57; August Mertens, of St. Paul, and W. De Cardy, of Chicago, tied for third time, both going in 1:15:15. First place prize was won by a youngster entered from Minneapolis, under the name of N. C. Ewing, who was allowed a 13-minute handicap, and who finished in 1:22:33. It is now claimed that "Ewing," is none other than Horace Rumsey, the winner of the Forest Park road race at St. Louis, on June 2, and a protest has been filed with the referee. Should "Ewing's" entry turn out to be irregular, he will, of course, forfeit all claim to a prize, and will probably find himself in hot water. The question at this writing has not yet been decided.

A new course was selected for this year's event, bordering the lake, and being a trifle under two and one-eighth miles in circuit, requiring about twelve and two-third laps for the full twenty-five miles. It was in very fair shape, and barring a little sand,

Made an Ideal Course,

both for contestants and spectators, especially for the latter, as nearly all the racers could be seen at once, and kept in sight constantly, by looking across the lake.

The starting time was set for 4 p. m., and at that hour there was a large crowd on hand, numbering perhaps 8,000, the largest part of the spectators being in the vicinity of the pavilion, where the scoring and timing stand had been placed, although many viewed the struggle from along the course. The start was made about 4:15 p. m., and the scratch men were sent away 16 minutes later, there being in all about forty starters.

The first few rounds merely served to decide as to who was "in it" and who was not, and at the beginning of the fifth lap, it was seen that the struggle for time prizes would lay between the Bird brothers, Van Herrick, Martin, Hofer, Mertens, and De Cardy, barring accidents, while for place honors, "Ewing" seemed to have a cinch, even at that early stage, as he was rapidly overhauling every one ahead of him. At this time Kreft was leading, having passed all those who started before him, and Lee was close behind, followed by Farley, Wagner, "Ewing," Bohn, Webb, Dugan, and Madison, in the order named. Martin and Hofer were riding desperately, setting pace for each other, and making every effort to keep away from the scratch men, who at this time had gained but very little on them. The scratch men were not long in catching T. L. Bird, but from the time when they came up to him, on the fifth lap, until the finish, he staid right by them.

The Scratch Men Caught Skelton,

Mellen, and Van Herrick on the seventh lap, and Martin and Hofer on the ninth lap. Mellen dropped out on the eight lap, while Gardner and Biggs had retired some time before, having both met with mishaps. This left Martin, Hofer, the Bird brothers, Skelton, and Van Herrick in a group, and they kept well together until the finish. Hofer did some of the leading toward the last, and he set a pace by no means slow, indeed, when it came to the final sprint, he proved a stayer, and Bird beat him out scarcely more than a wheel length. The finish of the "fast brigade" was a hot one, and there was only a few feet between any of them, B. B. Bird, Hofer, Skelton, Martin, Van Herrick, and T. L. Bird crossing the line in the order named.

The scoring and timekeeping were well and accurately done, and the general arrangements were much better than in former contests.

The order of finish was as follows:

PO.	RIDER.	HANDICAP.	TIME.
1*	N. C. Ewing, Minneapolis	13:00	1:22:33
2	August Mertens, St. Paul	5:00	1:15:15
3	Nick Steffas, Winona	9:00	1:19:20
4	Henry Kreft, St. Paul	14:00	Time not taken.
5	L. D. Farley, St. Paul	12:00	1:22:50
6	Maurice Dugan, St. Paul	10:00	1:20:50
7	James Erskine, St. Paul	10:00	1:20:52
8	Gebhard Bohn, St. Paul	12:00	1:23:20
9	Guy C. Webb, Minneapolis	12:00	1:23:21
10	L. A. Travis, St. Paul	7:00	1:18:15
11	W. De Cardy, Chicago	4:00	1:15:15
12	I. Dugan, St. Paul	5:00	1:16:15
13	J. McDiarmid, St. Paul	5:00	1:16:16
14	H. G. Vila, Winona	10:00	1:21:23
15	B. B. Bird, St. Paul	Scratch	1:14:25
16	Chas. Hofer, St. Paul	3:00	1:17:15
17	Jos. Skelton, Chicago	1:30	1:15:56
18	Wm. J. Martin, St. Paul	3:00	1:17:47
19	H. Van Herrick, Chicago	2:00	1:16:17
20	T. L. Bird	2:30	1:14:57

*Open to decision of referee. Protested.

SAD ACCIDENT AT PHILADELPHIA.

PHILADELPHIA, PA., July 16.—A sad cycling accident occurred last Wednesday at Broad and Ridge avenue; Miss Ella Byrne, a pretty young woman of nineteen years, being run over and instantly crushed to death by a huge storage van. E. J. Ryan, the driver of the wagon, said [that] he was

driving at a jog-trot southward on Broad street, the young woman was riding north and when crossing the tracks of the trolley cars on Ridge avenue, she attempted to pass between two wagons, one of them his own team, a heavy storage van. The space between the teams was only about three feet. In trying to escape the other team the young woman was struck by the head of the near horse. The driver veered his team sharply to the right, but could not check them. Miss Byrne was thrown face downward on the sidewalk and both wheels of the heavy wagon passed over her body, injuring her so that she died a short time after. The young woman was an accomplished rider and the sad accident which befell her has occasioned much sorrow in this city. The crossing where she was killed is a dangerous one and has been so regarded by wheelmen generally.

A party of the Pennsylvania Bicycle Club members started on the club's annual outing trip this morning, Port Jervis and Dingman's Ferry being the objective points. Without a doubt the finest roads in the state are traversed in reaching these places, and which have justly been termed the garden spots of Pennsylvania. The second outing trip of the series will take place on Friday, August 3, when another party will leave this city via ocean steamer for Boston. From that city the party will wheel up the New England coast, going as far north as Belfast, Me., returning to Boston and again taking the steamer to this city.

The Lagan Bros. of this city will, in the near future, endeavor to

Break the Tandem Record

of the Montgomery course.

The survivor's medals for the participants in the recent Newark century run have been completed, and are now being distributed. The banners for the clubs having the largest number of survivors, will be out next week.

W. H. Spier, of the Century Wheelmen, is the only rider in this city who enjoys the distinction of having ridden all the Newark-Philadelphia century runs.

At the regular July meeting of the Tioga Cricket Club last week it was decided to hold a cycling tournament on the grounds at Westmoreland Station, on Saturday, August 4, and a committee consisting of C. A. Dimon, chairman; James Artman, Walter Gilbert, Martin Stotz, Dr. E. E. Essig and Charles Feurer was appointed to take charge of the same.

There is a great deal of rivalry among Roxborough riders concerning the wheelmen who has made the fastest time around the asphalt pavement surrounding the new reservoir. On Monday last Frank O'Callahan made it in 2:06, but the record is held by Harry Kinder, at 2:02. The distance is over three-quarters of a mile.

Gus Soeding, of the Time Wheelmen, who was recently accused of accepting a money prize for a race between himself and the New York-Philadelphia coach, Alert, in May last, received a letter from the Racing Board on Tuesday, declaring him a professional. Soeding claims that he did not ride for money, but for a gold scarf pin. Charges of a similar character against three other local riders are also being investigated. They are

Accused of Receiving Money

for beating the coach to Princeton.

Asbury Park is now the rendezvous of the bicycle cracks. They will remain at the popular seaside resort for about ten days prior to their western trip. Tyler and Sanger, in company with their trainers, passed through this city on Tuesday, on their way to Asbury Park. They had just returned from the west where they did such fine work on July 3 and 4. "Ma" Dumbleton, their trainer, when questioned as to the condition of his charges, said that they had improved steadily since the season opened, and he only hoped there was no truth in the report that Johnny Johnson was to turn professional, so he could clearly demonstrate before the season ended who America's champion cyclist really was. The famous pair of speeders spent an hour or two with Jack Greer at the Union Cycle Co.'s branch house, and left on an afternoon train.



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Why should any one be humbugged into buying wood rims and cement tires when they can get better and faster detachable tires on good substantial steel rims that are a thousand times more satisfactory in every way?

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GENTLEMEN:—I have just completed a three hundred mile trip on a "Waverley Scorchers" purchased of your Ireton agent, Mr. E. C. Carpenter, this spring. I am a "this spring" rider, but I made 151 miles July 31 over hilly roads in 15 hours, and stopped 30 minutes to get a seat post made, having broken mine in an accident. This was the only trouble I had, and I never opened the tool bag except to get the oil can. Find inclosed photo of myself and the little daughter of your agent at this place. The Waverley is the best wheel in town.

Yours,

J. A. LANDON.

IRETON, IOWA, July 8, 1894.

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HOT WEATHER AT WASHINGTON.

Capitol City Wheelmen Turn Butterfly Riders and Take Short Runs—An Exciting Sealed Handicap.

WASHINGTON, D. C., July 16.—Matters in the local bicycling world are exceptionally quiet, due to the excessive heat of the summer months. The sensation created by the result of the investigation against Capt. E. E. Clapp, of the Arlington Wheelmen, has somewhat abated, and new developments in the case are now awaited. The different clubs are contenting themselves with taking short runs on Sundays to places within a radius of twenty-five or thirty miles. This is done to escape the heat and dust. The roads of Virginia are noted for their poor condition, and any one who traveled over the roadways during the war will find them in the same state at the present time. The state officials make some pretense toward keeping them in repair, but that is all. The repairs amount to comparatively nothing, and the results are the mud holes in wet weather and the extraordinary thickness of dust in dry weather. It is a common thing to find the dust from four to six inches deep on the surface of a road, and in a good many places the dust is so deep as to make it

Impossible to Drive a Bicycle Through It.

The Maryland roads are but little better off, and if they have not secured the reputation of the roads of the Old Dominion state, they come mighty near doing so. It is nip and tuck between the two states as to which has the worst roads, though the state of Virginia has had more discouraging things said about its roads than any other state in the Union. There is only one good road in this locality, and that is only fourteen miles long. It is known as the Conduit road, and is always kept in good order by the United States government. Beneath the road runs the water supply pipes for the city, from Great Falls of the Potomac, and if it was not for this fact this particular road would not receive much attention. At the time of the League meet in this city, the local wheelmen took some pride in showing visitors over this course, which is macadamized its entire length, and they were surprised to hear remarks detrimental to its condition for cycling, when compared to roads in their respective vicinities. However, it is the best road in and around Washington, and is more used by wheelmen and carriages than any other one around here.

With the general condition of the roads the Washington

Wheelmen Find Poor Riding.

This is not minded so much in cool weather when the exertion of pushing a wheel is not felt. In the warm weather the effect is entirely different, and all dislike to push a wheel, no matter how light it may be, through miles of dust and in the heat of the day. To avoid this a new plan has been introduced by the captains of the different clubs, which meets with the hearty approval of all the riders. Heretofore the runs and centuries have been made in warm weather without taking into consideration the effect upon the riders. Now the thing has been changed. A short run is called, say for instance, to Great Falls, fourteen miles distant, Marlboro, eighteen miles, Rockville, fifteen miles, Washington Grove, twenty-five miles, and the men assemble at the clubhouses early in the morning. The run is made before the sun has fully risen and its heated effect on riding not felt. When the destination is reached the men lie under the shade of trees all day, and return in the cool of the evening. A run made under such conditions is enjoyable in the extreme, and does not fatigue the riders, and in consequence insures a larger attendance upon the trip. Taking everything into consideration, the new scheme is bound to meet with general approval, and the system is likely to be followed in the future.

Chief Consul French is beginning to turn his attention to the Denver relay, which will be started early next month, and he expects the local riders to do their share of the riding and uphold the speed on this end of the line. The local division will have charge of the district between Washington and Hagerstown, a distance of seventy-six miles or over. At a meeting held some time ago the route was divided up among the Arlington Wheelmen, the Washington Road Club and the Georgetown Cycle Club. The distance was divided into three districts, as nearly equal as possible. The first district will extend from Washington to Laytonsville, a distance of twenty-five miles. The second division will also be twenty-five miles in length and will extend from Laytonsville to Frederick. The third district will be from Frederick to Hagerstown, and is about twenty-six miles long. The last district is the worst of the entire three, and runs partly over the mountains,

Very Hilly Almost the Entire Length.

Captain Clapp, of the Arlington Wheelmen, was assigned to the first district, Captain Jose, of the Washington Road Club, was given the second district, while Captain Cook, of the Georgetown Cycle Club, was given charge of the third district. Chief Consul French has charge of the entire route, but the captains of the three clubs will have personal charge of the districts under them, and they are expected to arrange all details and prepare things for making the greatest possible speed.

No definite steps have as yet been taken. The chief consul places the average time for the entire route at 2:30 to the mile, that is, he expects the entire seventy-six miles and a fraction to be covered in about 3 hours. The limit is given so as to allow the men to make the best possible showing. No one for an instant doubts that the time of actual riding will be considerably less than this, though some of the riders will have hard relays to cover. On the last district Captain Cook expects to divide the distance

into relays of two-miles each, with two men at each station, and a number at convenient points along the route to be ready in cases of emergency.

The Relays on the Other Routes

will be divided up into distances of two or three miles, and under the same conditions. In order to have the men as perfectly acquainted with their relays as it is possible to be all of the clubs will visit their respective districts about the latter part of this month and have a trial trip over the course to calculate the time it would take to cover the distance.

All of the clubs in the city are actively engaged in doing what they can to promote the success of the proposed cycle track by raising funds to be applied for the purpose. Just at the present time excursions down the Potomac are in order, and take well, and to suit the popular fancy a number of the clubs have given or have arranged for excursions in the near future. The Washington Road Club gave an excursion in the spring, but owing to the coolness of the weather the club did not clear anything. The Arlington Wheelmen followed a few weeks later with another excursion to Marshall Hall, but the club only made a small surplus to turn over to the fund. The organization was under extra heavy expense in providing for a concert at the grounds to please the number of people who were present.

The next excursion on the list is that of the Georgetown Cycle Club to Marshall Hall on July 30, celebrating the second anniversary of the thriving club. This club has been most active and energetic in raising funds for the purpose, and by a fair held in February they succeeded in clearing nearly \$1,000, which they now hold to put in

The Cycle Track Fund.

The excursion, which they will give, will be what is termed a straight Georgetown affair, that is, the proceeds will be for the benefit of the club in holding entertainments during the balance of the season. The members of the club are full of push, and it is confidently expected that the excursion will be the event in the local wheeling circles during the coming season. The tickets have been out for a month, and the sale has been so large that double the number was printed, making a total of nearly 2,500 tickets placed on sale, nearly half of which have been disposed of.

The Potomac Wheelmen will give an excursion to the same resort on August 8. The proceeds of the affair will be turned over to the cycle track fund. As an incentive to selling tickets the club has offered a handsome gold watch to the person who disposes of the largest number before the excursion comes off. The Victor Cycle Club will give an excursion on August 28 for the same purpose, and the friends of the club promises it good support. The Capital Bi. Club, one of the oldest organizations in the city, gave an excursion last Monday to Marshall Hall, which was a success in all respects. The club will utilize the funds in preparing entertainments for its friends during the winter months at its handsome clubhouse on Fifteenth street.

Racing at Berwick, Pa.

BERWICK, PA., July 14.—The annual race meet of the Berwick Bicycle Club occurred today on the fair grounds. The races were exciting and hotly contested. The event of the most interest was the fifteen mile road race, starting from the courthouse, Bloomsburg, and finishing on the track. There were twenty starters, and considering that the road for the last six miles was very bad, the result was very gratifying. The positions at the finish were: F. S. Gustadder, Jr., Williamsport, first; A. N. Auder, Williamsport, second; Burt Henderson, Scranton, third. Time, 44:18.

Summaries:

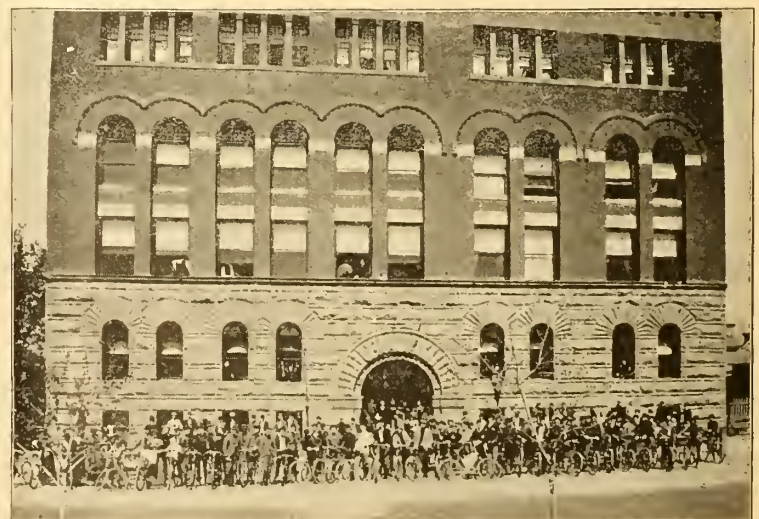
One-mile Columbia County championship.—J. G. Harman, Bloomsburg, first; J. N. Harry, Berwick, second; R. S. Swayze, Berwick, third. Time, 2:44½.

One-mile open, Class A.—J. B. Corser, Pottsville, first; J. C. Henderson, Lewistown, second; R. A. Gregory, Scranton, third. Time, 2:54¼.

Quarter-mile slow race.—J. C. Henderson, Lewistown, first. Time, 9:38.

One-mile, Berwick Bicycle Club handicap.—J. N. Harry, first; R. S. Swayze, second; J. G. Pursell, third.

Half-mile open, Class A.—J. B. Corser, Pottsville, first; J. C. Henderson, Lewistown, second; R. A. Gregory, Scranton, third. Time, 1:12½.



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MENTION THE BEARINGS

MILWAUKEEISMS.

Cream City Riders are Interested in the Racine-Milwaukee Road Race—A Proposed Relay Race.

MILWAUKEE, Wis., July 18.—The last road race to be held here this year will be run on Saturday, when the Mercury Club will give its Racine-Milwaukee race. The club has been arranging for the event for the past three months and the indications are that it will equal the races given by the North Side and the Milwaukee Wheelmen clubs. The Mercury Club is not the only one that is taking an active interest in the race. The Racine riders are as enthusiastic over the event as are the local riders. Many of the friends of Racine riders will come to the city to witness the finish, while the start will no doubt be viewed by half of the population of Belle City. The course has been surveyed and is found to be just twenty and one-half miles in length. The road is in fair condition and as the course is mostly down grade, with but a few hills, fast time ought to be made. This is the first road race that has ever been held over this course, but riders who have gone over it say that it is equal to the Waukesha course. The entries have closed and show among the riders some of the fastest men in the west. Many riders from the southern part of the state and Illinois have entered. There will be over fifty prizes. The finish will be at the corner of Russell and Kinnickinnic avenues. The start will be made at 3 o'clock and the limit men will be given 15 minutes. One of the features of the race will be the brass band at the finish.

A Relay Race

which proved so popular last year will be given here this year from Madison to Milwaukee, a distance of ninety-four miles. The affair is being arranged by local and Madison wheelmen, and is in charge of Martin Rotier and John Schmidbauer of this city, and D. D. Warner of Madison. The details of the race have not all been arranged, but it has been agreed upon that Madison riders will carry a message from Gov. George W. Peck, to Mayor John C. Koch, from Madison to Watertown, where Milwaukee riders will take it up and bring it to this city. The relays will be divided off in about five-mile stretches. The distance being short, each rider will be able to ride his fastest, and in that way it is expected that good time will be made. Each relay will be covered by two riders, so that in case of accidents to one, the other can take up the pouch and carry it forward. The start at Madison will be made at 12 o'clock on August 4, and it is expected that the message will be brought to this city about five hours later.

Out of twenty-three riders who started in the North Side club's century run last Sunday, seventeen finished in the time limit, while six fell by the wayside. The run was made to Watertown and return, a distance of just 100 miles. Those who finished in the race are Ed Harnisch, Emil Nelson, J. W. Warnken, W. Warnken, A. J. Held, F. J. Tank, George Krantz, B. Breitung, J. J. Janson, W. A. Zealey, W. F. Tisschaefer, C. J. Dehn, H. A. Kelner, A. Kelner, and William Neubert.

Riders Who Are Fond of Diamonds

and think that they stand a show of winning a race should not fail to attend the annual state meet to be held at Ripon on August 7 and 8, under the auspices of the Wisconsin division, L. A. W. Besides a good programme of races, for which good prizes have been offered, Ripon riders are arranging for the social entertainment of the visiting wheelmen that will be hard to excel. There is no reason why this should not be one of the successes of the cycling season of the country. The national circuit race will be held at Milwaukee on the day before the Ripon races begin, and most of the cracks that are following up the national circuit will take a trip up to Ripon and catch a few of the diamonds that will be lying loose on the track. The track is one of the fastest in the northwest and has a record of 2:13, which Johnson made there last season. A \$100 diamond has been offered to the rider lowering this record.

Black River Falls held a bicycle meet last week, and in honor of the occasion business in the town was suspended. Carl Monsas, a rider from Black River Falls, carried off the honor of the day by winning four first prizes.

Summaries:

One-mile novice.—Carl Monsas, first; A. H. Richards, second. Time, 2:45.
Half-mile open.—Bert Williams, Eau Claire, first; E. Krohn, second. Time, 1:16.
One-mile handicap.—Carl Monsas, 130 yards, first; B. H. Bright, 40 yards, second, Time, 2:34.
Quarter-mile open.—H. H. Richards, first; Bert Hicks, Merriman, second. Time, 38½.
One-mile Jackson County championship.—H. H. Richards, first; E. Krohn, second, Time, 2:42.
Two-mile handicap.—Ben Bright, 80 yards, first; S. H. Castle, 80 yards, second; E. Krohn, scratch, third. Time, 5:41.
One-mile 1894 riders.—Carl Monsas, first; G. O. Ranc, second. Time, 2:50.
One-mile open.—Ben Bright, first; Bert Williams, Eau Claire, second. Time, 2:48.
Five-mile open.—Carl Monsas, first; S. H. Castle, second. Time, 15:29.

Edward Vogel, who holds the one-mile amateur championship of the state, announces his retirement from the track. An attempt is being made to induce him to enter the races at Ripon and decide if he is still the best one-mile man in the state.

The Sun Prairie-Madison road race is the next event which is catching the eyes of local riders. The race will be held on July 28 and quite a list of entries will be received by that time.

The boys' race of the North Side club was held here last Saturday and was witnessed by several thousand people who braved a heavy rain to see the finish. The race was over the Whitefish Bay course. Just after the limit men had started, a heavy rain began to fall. This favored the limit men considerably because they rode quite a distance of the course on a dry track while the other riders had to wade through mud the entire length of

the course. The race was won by Thomas Collier, of Racine, who also captured the second time prize. Joe Miller would have won the race but for an unlucky fall near the finish. As it was he finished third. The time prize was won by Anton Stoltz, 1:23. The booby prize was won by J. O'Brien, who carried home a live pig.

The Races at Eau Claire

last week resulted as follows:

Summaries:

One-mile novice.—McDonough, of Eau Claire, first; William Rogers, of Eau Claire second. Time, 3:18.
One-mile handicap.—L. E. Kraft, of Menomonie, first; B. Williams, of Eau Claire, second. Time, 2:33½.
Half-mile open. John Ebert, Black River Falls, first; O. H. Sercomb, Black River Falls, second. Time, 1:23.
Two-mile handicap.—L. E. Kraft, first; John Ebert, second. Time, 5:23.
Quarter-mile open.—B. Williams, first; O. H. Sercomb, second. Time, 35.
Five-mile handicap.—John Ebert, first; L. E. Kraft, second. Time, 17:59.

ATLANTA WHEELMEN'S HUNDRED.

NEW YORK, July 16.—The 100-mile road race of the Atlanta Wheelmen was run Saturday last and was a grand success. The start was made at 8 a. m. and 104 men were sent away. A. W. W. Evans, and J. T. Marshall were virtually the scratch men, as Wm. Van Wagoner did not start, owing to illness. The action of the club in refusing the entries of negroes caused quite an argument in wheeling circles hereabouts, and one of the colored men, Chas. B. Brooks, was present to start, anyway. He started, but failed to win a prize, which would not have been given to him any way after the disqualification of his entry. Brooks wanted to make a test case out of it and so rode in hopes of winning a prize, for which he would have gone to law. At the last moment the route was changed so that it really measured 106 miles instead of 100 even. Had the original course been stuck to Evans would undoubtedly have broken the course record of 5:38:40. The men were thoroughly drenched by a heavy storm which came up during the afternoon. The winner of the race turned up in J. W. Conklin, an unattached wheelman, who never before rode in a race of any kind. The general management of the race was excellent. The finishers:

PO.	NAME AND CLUB.	TIME.	PO.	NAME AND CLUB.	TIME.
1	J. W. Conklin, E. O.	6:27:30	35	H. A. Saunders, A. W. C.	7:53:40
2	W. P. Clower, M. C. W.	6:28:00	36	J. E. Pursell, M. C. W.	8:14:24
3	A. W. W. Evans, New B'nswick	6:08:20	37	C. H. Rogers, M. C. W.	8:14:31
4	J. Stewart, Chatham	6:51:00	38	A. McGregor, M. W.	8:08:31
5	E. C. Everett, Hackettstown	6:54:12	39	C. E. Rathburn, Bellville	8:12:56
6	J. M. Baldwin, C. C. C.	6:54:20	40	A. A. Lerred, E. Orange	8:13:46
7	B. W. Pierce, Boston	6:44:21	41	Geo. Rogers, M. C. W.	8:30:18
8	C. B. Stanbach, M. B. C.	6:54:22	42	H. T. Smith, N. C. R.	8:17:36
9	A. J. Hargan, C. C. C.	6:54:23	43	J. P. Toman, M. C. W.	8:36:30
10	G. W. Cushman, M. B. C.	6:59:25	44	J. C. Turner, H. W.	8:29:01
11	E. Littlejohn, Chatham	7:07:00	45	A. H. Rogers, M. C. W.	8:59:41
12	J. G. Voohees, C. W.	7:14:22	46	W. H. Arnold, M. C. W.	8:57:47
13	F. Muchmore, Chatham	7:15:28	47	Jos. Granger, C. C. C.	8:58:30
14	Geo. E. Conn, S. Orange	7:15:36	48	H. P. Stahl, M. C. W.	9:02:28
15	R. G. Betts, M. B. C.	7:12:45	49	W. E. Kimber, C. C. C.	9:00:20
16	L. H. Pyle, W. C. C.	7:08:22	50	J. J. Fellis, J. C. W.	9:01:12
17	W. Weller, C. C. C.	7:13:41	51	W. G. Johnson, E. Orange	9:00:13
18	A. L. Hovey, A. W.	7:25:36	52	A. Smith, E. C. W.	9:08:50
19	W. P. Stevens, M. C. W.	7:36:45	53	H. T. Uhler, M. C. W.	9:18:30
20	E. B. Slater, N. C. R.	7:40:31	54	A. C. Thomas, C. C. C.	9:18:00
21	G. W. W. Voohees, N. C. R.	7:46:12	55	A. W. Fuller, Brooklyn	9:18:05
22	C. S. B. Bassett, C. C. C.	7:41:35	56	C. D. Bedford, C. C. C.	9:52:46
23	T. Zerman, M. C. W.	7:47:10	57	J. W. Perkins, A. W.	9:56:00
24	Ed Maltbie, C. P. C.	7:41:22	58	A. W. Jacobus, A. W.	10:00:30
25	Sam Ackroyd, Phillipsburg	7:42:15	59	Fred West, M. C. W.	10:01:45
26	J. Thompson, G. W.	7:47:12	60	F. Pattersley, M. C. W.	10:06:45
27	H. A. Rath, Jr., E. A. C.	7:49:50	61	John Fox, M. C. W.	10:14:15
28	E. J. Decker, Newark	7:44:50	62	J. C. Tattersall, M. C. W.	10:11:16
29	E. F. Dressler, E. C. W.	7:59:58	63	Thos. Wasser, M. C. W.	10:29:00
30	H. Henri, H. W.	8:01:33	64	H. Callowhill, M. C. W.	10:31:00
31	H. F. Loehrs, E. A. C.	7:59:39	65	E. O. Applegate, M. C. W.	10:45:00
32	W. A. Seamen, C. C. C.	8:07:20	66	C. Swallow, M. C. W.	10:45:00
33	Frank Whitehead, Rahway	8:02:40	67	John Harris, M. C. W.	10:45:30
34	F. Phillips, M. C. W.	8:06:08			

Much enthusiasm greeted the riders all along the line. Several minor accidents occurred during the progress of the race, but none were severe.

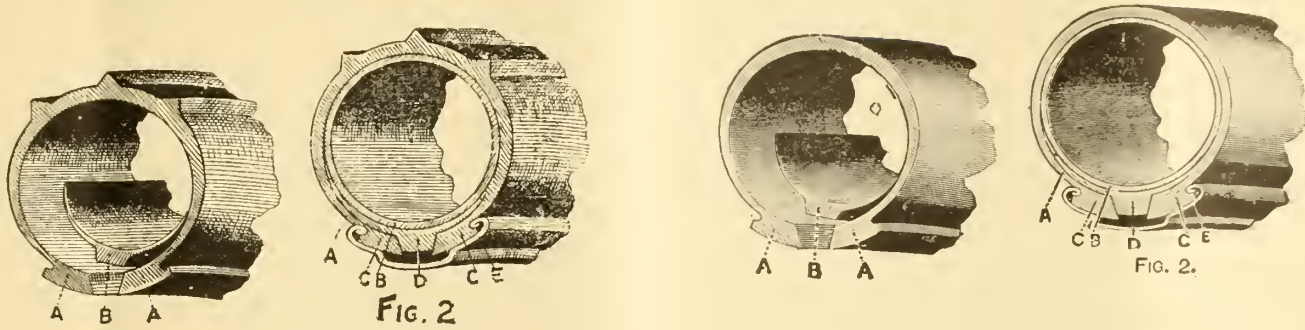
COLORADO CHAMPIONSHIPS.

COLORADO SPRINGS, COLO., July 14.—The second annual meet of the Colorado division, postponed from July 4, took place today. The track was in good condition, and the weather cloudy and pleasant. In the one-mile state championship event, F. C. Lawton lowered the record 1 second to 2:23.

Summaries:

One-mile novice.—Fred R. Brown, first; W. A. Beck, second. Time, 2:33½.
Quarter-mile open.—A. E. Carruthers, first; F. C. Lawton, second. Time, 34.
One-mile state championship.—F. C. Lawton, first; Charles Pugh, second. Time, 2:23.
Two-mile lap race.—Harry C. Clark, first; F. C. Thompson, second. Time, 6:16.
One-mile handicap.—W. A. Beck, 50 yards, first; W. E. Carr, 50 yards, second; Louis Block, scratch, third. Time, 2:25½.
Five-mile state championship.—H. R. Renshaw, first; W. A. Beck, second. Time 13:47½.
One-mile, 2:40 class.—E. B. House, first; G. A. Phillips, second. Time, 2:40½.
Two-mile state championship.—H. R. Renshaw, first; G. A. Phillips, second. Time, 6:26.
Half-mile open.—F. C. Thompson, first; E. B. House, second. Time, 1:08½.
Five-mile handicap.—A. E. Carruthers, 75 yards, first, Charles Pugh, 75 yards, second; James Collier, 20 yards, third. Time, 11:05.

George W. Monroe, the celebrated comedian, whose "Aunt Bridget" is a household word among theater-goers, will star in a new comedy next season, entitled "Petticoats and Pants" which, by the way, is from the pen of H. M. Ford, a member of the board of directors, and chairman of the entertainment committee of the Century Cycling Club of Syracuse. The second act of the comedy represents the interior of a cycling clubhouse.



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EVEN WHEN ENTIRELY DEFLATED, as the weight of machine or rider will cause this wedge to lock the tire. This is not true of any other mechanically fastened tire.

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WILL CONSIDER THE MATTER.

The N. C. U. Appoints a Committee to Consider the Advisability of Drawing up an Amended Amateur Definition—English News.

LONDON, July 7.—The council of the National Cyclists' Union met last night at Anderton's Hotel, Fleet street. It was the special meeting called in accordance with the pledge given to the revolting racing men at Birmingham, on the 9th ult. Mr. Tanner presided and T. W. Grace, of Manchester, on behalf of the Racing Cyclists' League, moved "that the licensing rules as at present administered, having proved unworkable and unjust, be suspended to the end of the year." The debate which ensued was notable for its extremely moderate and reasonable tone. Grace made out a powerful case for the suspension of the rules, but an amendment by Henry Sturmey, "that the licensing rules be amended," was ultimately adopted by a majority of one vote. It was then promptly agreed "that a committee be appointed to consider the advisability drawing up an amended amateur definition, framing new rules consequent thereon, and formulating a scheme for the direct representation of the racing men on the N. C. U.; that the said committee consist of ten members, five appointed by council and five amateurs nominated by the Racing Cyclists' League, members of this committee to be unconnected with the cycling press or trade." E. B. Turner, R. Todd, H. L. Clark, T. W. Grace, and J. Blair were elected by the council to serve on the committee, which will report to the December council meeting.

The council then considered the subject of the

Treatment of the Foreign Riders,

who were prevented from competing in the championships—Lehr, Lurion and Jaap Eden. In place of J. Blair's motion, "that in the case of foreign riders the credentials of recognized unions be accepted" a long resolution proposed by Henry Sturmey was passed. It ran: "That this meeting of the council of the N. C. U. regrets that owing to misunderstandings apparent unfairness occurred in the treatment of certain foreign racing men who came over to compete in the English championships, and with a view to preventing a recurrence of such misunderstandings in the future, the various unions governing foreign amateur cycling be asked to appoint representatives to confer with representatives of the N. C. U. in the endeavor to arrive at an international agreement upon the subject of international racing, and that a special committee be hereby appointed to represent the N. C. U." The committee appointed consists of H. Sturmey, E. B. Turner, and J. A. Church. The reasons for refusing Lehr, Lurion, and Eden permission to ride were very fully explained by the officials concerned, and in the case of the two first named it appeared that they did not present properly signed credentials or apply for their licenses sufficiently early to allow full inquiry to be made. Of Eden's case more will be heard, but even here the official explanation appeared to warrant the action taken, although Dr. Turner and others stated that it would have been better policy to have let Eden start and disqualified him afterward for false information.

The motions relating to the abolition of conditional and temporary licenses were deferred, owing to the protracted nature of the other business. Altogether the Racing Cyclists' League have reason to feel very satisfied with the result of their efforts.

T. W. J. Britten, the secretary of the trade licensing committee, has stated that only sixteen riders have been offered conditional licenses, and of these only three have refused them.

The First 12-Hour Track Race,

which has ever been held in Ireland, takes place on the 10th inst. on the fine path of the Waterford B. C. S. F. Edge and R. H. Carlisle are among the entrants from England.

At 8 p. m. last night the 24-hour contest, organized by the Putney Cycling and Athletic Club, started on the fine cement path there. The entries include A. T. Nixon and Edmund Payne, the well-known comedian of the Gaiety Theater, who is a cyclist of no small ability, and a member of the Polytechnic C. C. H. R. Carter, another Poly rider, is expected to total the greatest mileage. The near approach of the more important Cuca cup contest at Herne Hill, prevents the competition of any of the leading riders at Putney, but as a test of endurance among the second-grade wheelmen, the affair is interesting.

LATER—On visiting the track at 4 o'clock this afternoon, I found Carter leading with 368 miles in 20 hours. F. T. Lickford, of Putney, was riding second, thirty miles behind, and A. T. Nixon, third. Twenty-three men started in a thunderstorm, and Carter cut out the pace. Over twenty-two miles were covered in the first hour. At 5 hours Carter was ahead of Wridgeway's record. In 12 hours he covered 245 miles; in 18 hours, 337 miles. If he does fifteen miles an hour for the remainder of the time, he will beat Shorland's record of 426 miles 440 yards, which he is fully expected to considerably exceed. Eight men were left on the track at 4 p. m., when it was cool, cloudy, and windy.

At the London County Aggregate meeting on Thursday, A. J. Watson and C. G. Thistleton, on a tandem safety, beat the one-mile record for that class of machine, in a mile handicap, starting from scratch. Their time for the mile was 2:02, as against 2:06½, the former record by G. E. Osmond and R. G. Merry. Harris' safety record of 2:04½ was also beaten.

Last night C. W. Fontaine, of the Polytechnic C. C., completed a ride from Edinburgh to London, beating G. P. Mills' record by 1 hour and 1 minute. Fontaine's time for the distance (389 miles), was 28 hours 27 minutes.

A. N. Deacon, of the Anfield B. C., has succeeded in beating the Edinburgh-to-Liverpool record, which stood to R. H. Carlisle's credit at 15:54:00. Deacon did the journey, a hilly and trying one, in 15:34:00, being thus 20 minutes to the good.

The Herne Hill authorities are still in doubt whether F. W. Shorland will be in a position to take part in the Cuca 24-hour for the 100-guinea trophy, in which he has won two shares.

Shorland Has Refused the Conditional License

offered to him, and unless the general committee of the Union can be persuaded to issue to him a special license for the occasion, he will not be eligible to start. I do not attach importance to the rumors that Shorland intends to defy the Union and start without a license.

In August at Antwerp the international cycling championships promise to prove most attractive. The short distance events at one mile and ten kilometers will be contested on August 12, the 100 kilometers on the 13th, and the international team race a week later. England, America, France, Italy, Belgium, Holland, and Germany, will contribute teams to the latter race, and an interesting and representative struggle is anticipated. To all the foregoing will be added the attractions of the international exhibition, and Antwerp will be crowded with visitors.

C. W. Schafer, of Manchester, rode fifty miles last Wednesday on the Fallowfield track, Manchester, in 2:06:40. This beats the previous Northern record by several minutes, and is only 1:57½ behind the world's record made by young Michael in the Surrey hundred last Saturday.

As an outcome of the refusal of the N. C. U. to permit M. Max Lurion, the Austrian champion, to start in our championships. That rider subsequently challenged any English amateur to race him for a mile for the honor on any continental track. The cartel has been accepted by A. J. Watson, the Polytechnic flyer, and the match will probably take place at Antwerp during the international championships meeting next month.

On Thursday F. W. Shorland set out on the North Road to beat the 12-hour record of 202 miles made by Brookbanks early this summer. Although detained for 50 minutes, owing to a puncture, Shorland covered 211½ miles in the half day—a big lift for the record.

The Polytechnic Race Meet

at Kensal Rise last Saturday drew 10,000 spectators, and proved exciting enough for any one. T. Osborn won the mile scratch; A. H. Harris, Polytechnic, won the half-mile handicap from the 40-yard mark; and T. B. Hedges won the quarter-mile handicap with 35 yards. All these winners were Poly boys. The Polytechnics vs. all London, was won by the former team, consisting of P. W. Brown, A. J. Watson, J. Camp, T. Osborn, Gibbons Brooks, and J. Still, by 18 points to 24. The event of the day, however, was the ten-mile championship (London Center N. C. U.), in which A. J. Watson, the record holder at the distance, was completely left by G. R. Martin, Inflexible C. C., who broke up the field and won from Watson by nearly half a lap in 24:28½, only 1 minute 24 seconds outside record. There was a strong wind or Martin would assuredly have beaten record.

The Surrey hundred, which I partially described in my last letter, was ultimately won by J. Michael, the little seventeen-year-old rider from Wales, who weighs exactly 100 pounds. His time was 4:19:39½, or exactly 10 minutes inside the previous best by A. V. Linton. Michael never flagged for a moment after fifty miles, and finished with 7 minutes in hand from H. B. Hoch, who was second; R. W. Horton was third; J. A. Robertson, fourth; E. V. Soanes, fifth, and M. B. Fowler, sixth. Both second and third were inside record. Wridgeway and Dance, together with James, S. F. Edge, and Ilsley, gave up. The greatest interest was evinced in Michael's phenomenal riding, and the afternoon's sport proved most exciting.

Louis Kay, a well-known Essex wheelman, and a hard worker for the Essex Cycling Union, was unfortunately drowned at Henley last Sunday, through the upsetting of a Canadian canoe. His funeral takes place today.

C. W. HARTUNG.

An Australian Twenty-Four.

The first 24-hour ever run in Australia was won by G. W. Chrisp, last May. The Australian papers just to hand gives the details of the race. G. R. Broadbent got the 12-hour record of 212 miles 1,408 yards, but after that Chrisp took the lead and was never headed, winning the race with 401 miles 1,457 yards. H. Beeson was second with 384 miles 1,542 yards, and Broadbent, third, with 382 miles 879 yards. Eighteen men started. The track upon which the race was run was but one third mile, and in poor condition.

Banker a "Pro."

Harry Wheeler won a ten-kilometer race in Paris last Saturday. According to cablegram, George A. Banker was second. From this it looks as if George had at last flopped.

E. J. Yorke, the little limit man in the Chicago road race, won the first of a series of five road races to be run by the South Side Cycling Club of Chicago last Saturday. W. J. Thumston was second, and G. Freely, third. G. E. Bicker won time prize. These men qualify for the final and deciding road race.

H. Swenson, 1 minute, won the first five-mile road race in the Æolus C. C.'s series at Chicago last Saturday. C. R. T. Mittlestaedt won time in 12:53.

...THEY RODE TO WIN...

and the "Kidlets" won. Gee Rod! but the excitement was intense, when like demons bold they crossed the tape with gaping tongues and flaming eyes, as to their contestants they said their "Good Byes."

	THE SYRACUSE	
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At SYRACUSE, N. Y., on July 9th, in the Y. M. C. A. road race, the KNOWLAND BROTHERS (boys in knee breeches) broke the best ten-mile record ever made over the famous Cicero Plank Road Course.

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HOW HOUBEN BEAT ZIM.

Arthur Augustus Underestimates the Riding Abilities of the Belgian—A Very Pretty Race.

BRUSSELS, July 1.—The 2,000-meter "grande internationale" race at the Velodrome Bruxellois this afternoon, resulted in a victory over A. A. Zimmerman by Houben, the Belgian flyer. Jimmy and Houben had it out coming down the homestretch, with the latter on the pole, and Houben won by a length.

There were nine contestants in the race, including Wheeler, Medinger, and Louvet. Wheeler got into the bunch and could finish no better than fifth. The crowd, which probably numbered two thousand, went wild in the regulation manner, and carried the winner on its shoulders, shouting, "Bravo, Houben!" "Houben is the coming champion!" "Houben will always beat Zimmerman!" etc.

The race was in four heats and a final. The first heat contained amateurs and had little bearing on the ultimate result. Zimmerman was in the second heat, and it was thought that the only man he had to beat was Girardin, the Paris rider. Huet, of Brussels, however, proved to be the one



Start of the Final Heat, 2,000-meter Race at Brussels.

that Zim had to look out for. Huet was allowed to get a lead of ten or twelve yards approaching the final turn before Zim went after him. Girardin was left at almost a standstill and the "Skeeter" had to bend his back in hot pursuit of Huet. Only at the tape did he overtake the Belgian, and he crossed the line about a foot to the good. As two men of each heat were to ride in the final, Zim need not to have finished first, but he probably preferred to give the spectators a little more run for their money.

The third heat was a struggle between Wheeler, Louvet, and Gare. Coming into the homestretch Louvet had the lead and was doing the best he knew how. Around the banking Gare followed Louvet, and kept close to the pole, forcing Wheeler to the upper part of the track.

Wheeler Shot Down the Turn

after Louvet, and Gare took up a good share of the track with his erratic movements. The "Kid" shot through and soon had Louvet in tow, but according to the opinion of the judges he fouled Gare. The finish was Wheeler (riding easy), Louvet, Gare, but home influences were strong enough to result in Wheeler being declared third, with the provision that he would be allowed to ride in the final. The American contingent was convinced that the action was only for the purpose of getting Gare into the final, but this the management very indignantly denied. The heat was run in 3:16 (for 1¼ miles).

The last heat contained only Medinger, referred to colloquially as "the king," and Houben, and they made a slow "dead heat" of it, because they both would qualify anyhow.

When the final was called the people were all on edge to get a good view of the champion, who, dressed in a navy blue silk shirt and his usual black shorts, occupied the place next the pole. Willis "Buncombe" Troy officiated as Zim's pusher-off, while Harry Rue did the same for Wheeler, who was on the outside. Houben started the going and had the pole, with Zimmerman and Wheeler, who had immediately come forward, close upon him. In the second lap Zimmerman rode sixth, while the "Kid" was two places farther front, and Medinger never left Zimmerman's rear wheel from start to finish. Medinger's close following of Zimmerman got him third place at the finish, and he had the great satisfaction of beating Wheeler, his quasi-enemy. Houben's performance was all the more creditable because of his setting most of the pace.

Zim Was Visibly Tired On

when the time came for the final effort, but there was enough of the native-born-Zimmerman determination left in him to get him into an advantageous position coming into the homestretch, although Houben had the call on the situation with his position on the inside. Medinger was still hanging to Zim's rear wheel, and Wheeler, for the third time in his experience with the "old fox," allowed Medinger to get him onto his rear wheel and run him to

the fence. Medinger thus disposed of Wheeler, and with the "American combination" broken, the fight was between Zimmerman and Houben. The Belgian got a decided lead on the champion as the turn was made, and he held all of it but a length all the way to the tape. "Jersey's" legs just would not go as they used to go, and hence he had to take second place. Wheeler could not get forward, "to win, if Zim couldn't," and he came in behind Gare, who was fourth. Then the people jumped the fences, tore across the green and the track and surrounded Houben.

Bedlam had let loose, but the madness was that of joy.

Houben Had Beat the Champion

of the world, and why should they contain themselves. Houben himself was as happy as a little boy with red boots, and instead of remaining in his cabin, whither he had at first fled, he allowed himself to be hauled out, hoisted on high, and generally mussed and fussed over. There were no restrictions on the general joy. The officials, press reporters, photographers, spectators, and "hired men" all dropped their duties and joined in the shouting and dancing. Zim had to hop the fence and go through the rear door to his dressing-room, and "Bill" Troy came along with the bicycle when the surroundings could be deemed safe.

As soon as things had cooled off a bit, Troy went to Houben and made a proposition for a match race between him and Zimmerman, to be run the following day, but Houben would not consent to it. With very great candor he said to Zimmerman: "I feel that my victory over you today was one of chance, and tomorrow I would be very apt to lose. So, you see, I would like to keep my laurels for a longer time than a day, anyhow."

Even when Zim offered to guarantee him a fat sum of money he declined.

When Zim and Wheeler left the track the crowd very courteously(?) hooted them.

Zimmerman has been "off his feed" for several days—in fact, ever since his return from Italy—but his excuse for being beaten was that Houben rode too fast. The mistake with both Zim and Wheeler was that they

Held Houben Too Cheaply,

and thought that a disposal of Louvet and Medinger would be their simple task. Wheeler easily beat Louvet in the heat, so that, barring the opposition of Medinger, the final looked like a "one-two" for the two Americans. There is no denying the fact, however, that Houben is a good rider, and at present he is in fine form. He knows the Brussels track inch by inch, and



Houben, who defeated Zim.

with his position on the pole he had the race at his finger tips. The time was 3:00½, the last quarter being ridden in :30¾.

The Americans go back to Paris tomorrow, where, as a woman in the Brussels grandstand remarked, "They'd better stay." Wheeler also offered to ride Houben a match before leaving Brussels, but got no acceptance. Wheeler, Zimmerman, Troy, and Roux came to Brussels from Paris on the

"north flyer" Friday evening, June 29, and were taken to the Grand Hotel, At the railway station, although the hour was near midnight, a delegation of cyclists was stationed, and one of the number waved an American flag as Zim came through the gates. The weather was hot, even to the extent of producing sluggishness in some persons, although Wheeler declared he was

As Fine as a Fiddle.

Zim spent most of his time yawning, and since arriving in Brussels he has been almost an "incurable case" at being got out of bed in the morning. He has been afflicted with a feeling of exhaustion, and he probably ran the race more with his will power than with his legs. During the next three weeks he is to be engaged in match races at the Velodrome-Buffalo in Paris, in fulfillment of his contract with Baduel, Tolstoi, et al. Edwards is the first man booked. He goes against Zimmerman, July 8, for one and two miles and a final of one mile, if the final is necessary. After that is done for Barden will probably come next.

The latest talk, of course, is a match with Houben, to follow that with Barden.

With matches arranged with Edwards, Barden, and Houben, the Frenchmen very naturally inquire, "Where do we come in?" and Medinger is in a perpetual state of red indignation because he has been passed thus far. Troy has recently said in the daily papers, "Let Medinger first beat Wheeler, and then we will talk with him concerning a match with Zim."

Now that Medinger has at last finished ahead of Wheeler in a race, Troy may feel obliged to recognize his demands. There is

No Love Lost on Medinger

by the American pair, and Wheeler remarked as he went to his dressing-

When Backus arrived in Paris he immediately hunted up a man who could talk English. He then made his wants known, and asked to be directed to the best hotel in Paris. The stranger said he presumed the Continental was as good as any, so the "dark secret" went rattling over the pavements in a cab en route for the Continental Hotel. Although one of the most fashionable hotels on the continent it was none too good for Backus, and after a general cleaning up, necessary after an ocean voyage, and having encompassed a royal meal, he set out to find Zimmerman.

It happened that Zim and the others were in Italy just then, and so Backus had to wait. His disappointment was great at failing to find Zim immediately upon arriving. When Zim returned to Paris the meeting between him and Backus was very affecting—that is, from the Backus side of the reunion. "Oh, lalla!" "Oh, Arthur!" (He calls Zim by his pretty Christian name now), and "Oh, I'm so glad!" were some of John's expressions, and he danced all the time.

Before John was sure of the situation with the Dunlop company, and while he was being considered, he told Willie Du Cros that "he had always thought Dunlop tires were best—ever since he saw the first one turned out."

J. M. ERWIN.

TWO LONG DISTANCE RECORDS BROKEN.

DETROIT, July 14.—Today F. H. Herrick and C. L. Barthol, of the Rambler team of this city, made a successful attempt at the road records from five to fifty miles. This attempt is the outcome of the record made by the Grant boys in the Detroit Wheelmen's race of last month. John T. Holmes, W. C. Rands, and A. B. Van Zandt held the watches, while a number of local lights, assisted by Gus Steele, of Chicago, did the pacing.



E. V. MINOR. CLIFF BAKER. CONN BAKER. E. C. JOHNSON. GOETZ. J. S. JOHNSON. CALLAHAN. TYLER. SANGER. E. H. CRONINGER.
Start of the "Diamond Race," Dayton.

room, "Wait till I get that fellow on my rear wheel like he had me." If, during the three or four weeks' season of Zimmerman's match races there's no good game for him, too, he intends returning to Italy, where large purses are the rule.

On the programme of the races at Brussels the hailing place of Zimmerman was put down as New York, while Wheeler was represented as coming from America.

The "amateur race" was run for checks instead of cash, the programme announcing checks of 100 francs for first, 80 francs for second, and 40 francs for third place.

Willis B. nearly runs his legs off running from gate to gate watching the receipts and seeing that none of the gatemen permit "deadheads" to enter.

Zim had a percentage of the gross receipts at the Brussels race, and the track being so far from the central portion of the city there was not a very large crowd present.

"That's why I couldn't ride," said Zim; "I can't ride for any gate like that."

The "Dark Secret" Arrives.

John Backus, Esq., very colored, ex-grand massager and utility mascot to A. A. Zimmerman, has struck a job. With his self-assurance the wonder is that he needed a job at all, but he's got one, and it is one that ought to make darkest Africa envious. The royal tailor is at work now, and in a day or two the "dark secret" will blossom out in a footman's green livery, with buttons as big as dollars, and with boot-tops so white and shiny that they may be seen a mile or two. Then he will be the "man up behind" on the stylish pneumatic-tire phaeton, which is driven around by M. Watson, of the Dunlop company.

At 10:10 the judges, checkers, and riders were all ready, and the boys moved off. Tom Cooper, who had the pacing in charge, set it very hot as the boys had their eye on A. L. Leonhardt's time of 13:30 for five miles, and at the end of that distance Gus Steele brought them flying over the tape in 12:56. The next lap took just 13:04½; the third lap 13:10, and the fourth 13:30½. On the fifth lap Herrick was taken sick at the stomach, and as it was agreed that he should have the twenty-five mile record, Barthol waited for him. The lap took 14:55½, making the twenty-five miles in 1:07:46½. Barthol then continued for fifty miles, breaking all records to that point, which latter distance he did in 2:32:30, finishing very fresh, and afterward expressing regret that he hadn't gone for the century. Following is a table of results:

RIDER.	MILES.	TIME OF LAP.	TIME OF DISTANCE.	PREVIOUS RECORDS
Herrick	5	12:56	12:56	13:30
Herrick	10	13:04½	26:10½	27:28*
Herrick	15	13:10	39:10	41:30*
Herrick	20	13:30½	52:50½	55:44 1/5*
Herrick	25	14:55½	1:07:46½	1:09:20 1/5*
Barthol	30	13:15½	1:21:22	+
Barthol	35	14:34	1:35:56	+
Barthol	40	14:31	1:50:27	+
Barthol	45	15:12½	2:05:39½	+
Barthol	50	15:25½	2:21:05½	2:32:20

* Records made by W. W. Grant.

† None recognized by the Century Road Club.

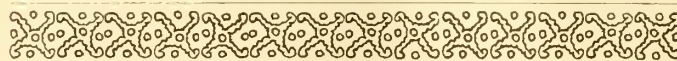
Both riders rode Ramblers, fitted with G. & J. tires.

Guy K. Fullagar, with 7 minutes handicap, won the Ludlow fifteen-mile road race at Dunkirk, N. Y., last Saturday in 49:16. F. A. Kellar, a 2-minute man, captured the time prize in 45:24. There were thirty-three finishers.

\$90.00

\$75.00

Crescent Bicycles



Western Wheel Works,

MAKERS,

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CHICAGO.

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35 Barclay St., N. Y.

\$50.00

\$40.00

JOHNSON ABROAD.

John S. Goes on a Pothunting Expedition Into Canada—Bisons Get the Worst of It.

TORONTO, July 14.—The Buffalo riders took but one first at the meet of the Athenæum C. C. at Rosedale today, but for all that the Bisons gave the Canucks some pretty hard rubs, and demonstrated their license to ride with such fast men as Harbottle, Wells, Robertson, and Hyslop. The first that came Buffalo's way was captured by the speedy Ramblerite, A. B. Goehler, in the two-mile lap race. The Bisons would have taken the prizes had they been acquainted with the third-mile track. True, the corners were well banked, but the Bisons were afraid to take the lead and to hang to the pole for fear of being spilled. The Canucks, on the other hand, were foxy, and made a jump for the pole at the start, and hung onto it, which was almost equal to winning the race.

The referee was very strict, and placed time limits on every event, even the trial heats, and several times the entire heat was barred from the final because it was not run within the limit.

The quarter-mile open was run in three heats and a final, and the latter had to be run twice to come within the limit. None of the Bisons, although Lutz and Goehler started, qualified in the first heat, but big John S. McFarland, the coming Buffalonian, won the third, with L. A. Callahan second. In the final the Americans were way back in the ruck, and the Canucks took the prizes.

Four teams started in the mile tandem event. Robertson and Doane, a team that has covered a flying half in :58 $\frac{3}{4}$, jumped to the pole at the start, while Lutz and Callahan, who have a record of 2:03 $\frac{1}{2}$ for a mile, lagged behind, confident of winning in the sprint. Goehler and McFarland had never ridden double and were practically out of the race as far as first place was concerned. Robertson and Doane set the pace all the way and at the last lap began a third-mile sprint. Lutz and Callahan started away at a terrific clip in pursuit, but shot wide at the upper turn. At the turn into the homestretch they were compelled to slack up and began their final effort.

Too Late to Win.

In the two-mile lap race Goehler tumbled to the "sneak" act, and risking a fall at the turn, jumped away at the end of the first lap, and made a big run. He scored at every lap after that, and showed, by riding the two miles in 4:51 $\frac{1}{2}$, that had he pursued the same tactics from the start he could have shown the Canucks his rear wheel oftener than he did.

The limit placed on the mile open was 2:35. Four heats and a final were run, and in two heats the time was above the limit. The men qualifying were barred from the final, and among them was Goehler, who took the first heat with Harbottle close up. The finish in the final was the prettiest of the day, and created lots of excitement. Callahan, the twenty-five-mile record holder, ran a very hot second to Wells, and had the tape been a little farther ahead would have beaten out the Canuck for the place.

The Class B events were a gift to Johnson, who had only his stable companions, C. H. Callahan, and B. Cleveland as competitors, and they were only riding as pacemakers. Johnson rode a mile against time, and paced by "Cally" and Cleveland, covered the distance in 2:05 $\frac{3}{4}$, creating a new Canadian time record. In the quarter-mile open, Harbottle finished in :32 $\frac{3}{4}$, a reduction of a fifth of a second from the previous competition record.

Summaries:

One-mile novice.—F. R. Crowley, Toronto, first; Percy Brown, Toronto, second; J. B. Holland, Toronto, third. Time, 2:36 $\frac{3}{4}$.

Quarter-mile open.—C. C. Harbottle, Toronto, first; H. Davidson, Toronto, second; G. M. Wells, Toronto, third. Time, :32 $\frac{3}{4}$.

One-mile tandem.—Robertson and Doane, Toronto, first; McKellar and Davidson, Toronto, second; Callahan and Lutz, Buffalo, third; Goehler and McFarland, Buffalo, fourth. Time, 2:19.

Two-mile lap race.—A. B. Goehler, Buffalo, first; W. M. Carman, Toronto, second; L. A. Callahan, Buffalo, third. Time, 4:51 $\frac{1}{2}$.

One-mile open, Class A.—G. M. Wells, Toronto, first; L. A. Callahan, Buffalo, second; T. B. McCarthy, Toronto, third; J. C. McFarland, Buffalo, fourth. Time, 2:34 $\frac{1}{2}$.

One-mile, 2:50 class.—W. M. McIntosh, Toronto, first; A. E. Young, Toronto, second; T. Burnside, Toronto, third. Time, 2:35.

Half-mile, Class B.—J. S. Johnson, first; C. H. Callahan, second; B. Cleveland, third. Time, 1:08.

One-mile open, Class B.—J. S. Johnson, first; C. H. Callahan, second; B. Cleveland, third. Time, 2:15 $\frac{3}{4}$.

Three-mile team race.—Toronto B. C., first; Wanderers B. C., second; Athenæum C. C., third. Time, 8:38 $\frac{3}{4}$.

ABOUT RACING MEN.

OCEAN GROVE, N. J., July 17.—W. C. Sanger is a connoisseur on diamonds. When one of the local committeemen at Asbury Park gave Sanger the diamond he had won the first day in the mile open, Sanger pulled from his pocket a small magnifying glass, and putting the diamond between two sheets of white paper, gave it close scrutiny. "I beg your pardon," said he, "but there is two little specks in that stone." The local committeeman's jaw dropped very perceptibly. "That's the way to find out about these diamonds," said Sanger.

Race-meet promoters require the presence of every man entered by "L. A. W. rules," but are apparently able to deliberately cheat the racing man by giving inferior prizes. Seldom are the diamonds, now so common as prizes, up to list value. In the late Greenwich Wheelmen's race meet at New York E. L. Blauvelt won a \$25 diamond stud, second prize in the half-mile open. The stone is small and specked badly and is probably worth \$10. Ray MacDonald's win, a \$400 diamond in the ten-mile record race, is

off color and probably worth \$250, may be less. Chairman Raymond is now investigating these prizes and the club will probably be made to make them good.

The Palmer tire made a splendid record at Asbury Park. Of eighteen prizes the first day the Palmer took 5 firsts, 6 seconds and 5 thirds, and on the second day nineteen out of twenty-one prizes in seven events were taken—7 firsts, 6 seconds and 6 thirds, a grand total of 35 out of 39 prizes in two days.

John S. Johnson is reported to have said that in case he was suspended by the L. A. W. he would never ask for reinstatement, but would at once pack up his little grip and skip over the pond to the cash prizes and a crack at Zimmerman.

Sanger says that nothing would induce him to race for cash, but adds that perhaps in two years, when he gets old (Sanger has just passed his twenty-first birthday, strange as that may seem), he will go out for the purses.

W. F. Murphy and his dog, Jack Napoleon, have joined the Columbia team. Murphy has heretofore advertised the Eclipse and that cleverly, too. Napoleon, the dog, is the cleverest advertising scheme seen on the racing circuits for many moons. Pipe in mouth, glasses on nose, stovepipe hat on head, and gayly blanketed, the dog created a laughable and lasting impression.

H. H. Maddox, the Asbury Park wonder, who won the greatest race of the late meeting, goes with the Sterling team. Bode considers him a wonder.

John Gray, heretofore Billie Murphy's trainer, now goes with "Brother Charl." He has long needed a care-taker, and his record, thus far, without a trainer, has been a most meritorious one.

M. L. Bridgman will travel with the Columbia team as general manager, and will supervise entries and transportation. Asa Windle will look after the men on the track, and Green will look after the wheels and do the rubbing. With Ed Bald, Ray MacDonald, W. J. Edwards, and W. F. Murphy, not to say anything about the dog, the Columbia should take its full share of the prizes.

BALTIMORE.

BALTIMORE, MD., July 18.—Sanger won the greatest race of the season at today's meet of the Maryland division. It was the two mile handicap, and had a good field qualified in the heats of the morning. Davis and French, the limit men, worked with a will. The new man, Maddox, overhauled them gradually, and was up with them on the last lap. Meanwhile Sanger, scratch, had caught the field and was pushing along strong. Titus was pacing the bunch, when Sanger shot out like a catapult and at the head of the stretch just nipped Maddox, Davis, and French. Titus, close pressed by Bald, was behind, and the men finished, Sanger six inches ahead of Titus, who was a foot ahead of Bald.

Sanger was fourth in the mile-open race, which was most cleverly won by Charlie Murphy from Titus. Bliss just beating Sanger for fourth. Sanger played his position poorly. Murphy rode grandly. John S. Johnson was present, but rode only for the half-mile state record, doing 1:01 $\frac{3}{4}$, a new record for the state. The attendance was slim. During the morning there was a strike of the men over a rank decision by the referee and his refusal to receive a protest. Bode was ordered from the track, and the men went with him. The matter was adjusted satisfactorily.

Summaries:

One-mile scratch, Class B.—C. M. Murphy, first; J. Titus, second; J. P. Bliss, third; W. C. Sanger, fourth; E. C. Bald, fifth; W. Helfert, sixth; G. F. Taylor, seventh; W. W. Taxis, eighth. Time, 2:17 $\frac{3}{4}$.

Three-mile handicap, Class A.—Walter L. Eckhart, 230 yards, first; T. Wells Cole, 200 yards, second; W. F. Sims, scratch, third; E. L. Blauvelt, scratch, fourth; R. McCurdy, 50 yards, fifth. Time, 7:29 $\frac{1}{2}$.

Two-mile handicap, Class B.—W. C. Sanger, scratch, first; F. J. Titus, 20 yards, second; E. C. Bald, 20 yards, third; C. M. Murphy, scratch, fourth; C. E. Davis, 275 yards, fifth; A. E. Lumsden, 45 yards, sixth. Time, 4:43 $\frac{3}{4}$.

One-mile lap race.—G. F. Taylor, 8 points, first; H. A. Githens, 1 point, second; W. Murphy, 6 points, third; Raymond MacDonald, 4 points, fourth. Time, 2:25 $\frac{1}{2}$.

Two-mile lap race, Class A.—E. L. Blauvelt, first, Charles Brown, second; McCurdy, third. Time, 5:05.

One-mile handicap, Class B.—H. A. French, 130 yards, first; W. A. Webber, 130 yards, second; J. P. Bliss, scratch, third; A. D. Kennedy, 30 yards, fourth; W. H. Helfert, 30 yards, fifth. Time, 2:18 $\frac{3}{4}$.

THE CHICAGO TOURNAMENT.

Five hundred dollars in "optional" prizes will be a feature of the Chicago tournament to be held on the World's Fair track on August 2, 3, and 4. In other words the winners of the four events in which optional prizes are offered will have the privilege of selecting prizes to the extent of their published value in any articles of merchandise they may elect. A most attractive feature of the meet will be the unpaced mile race in which each competitor will start alone, and the one making the best time for the event will be declared the winner. About \$2,500 will be offered in prizes, of which all the firsts and seconds will be diamonds, and the thirds, diamonds and jewelry. Both classes will be well provided for.

Sanger and Tyler Will Use G. & J. Tires.

It is said upon good authority that Sanger and Tyler will use G. & J. tires in their attempts on the mile records at Waltham, Saturday.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JULY 20, 1894.

No. 20.

Published every Friday by
THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

SUBSCRIPTIONS:
Models 18 to 22, Racers, \$150.
Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

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THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to THE FOWLER TRUTH, 142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

AT QUINCY.

Illinois being the home of the Fowler, it is but natural that we should feel proud of our record at the state division meet at Quincy on July 4. Other makers made great preparations to scoop in everything down there, but they did not count the Fowler in their reckoning. Fowler riders were there, and after the dust of the fray had settled it was seen that we had ten firsts, three seconds, and one third to our credit.

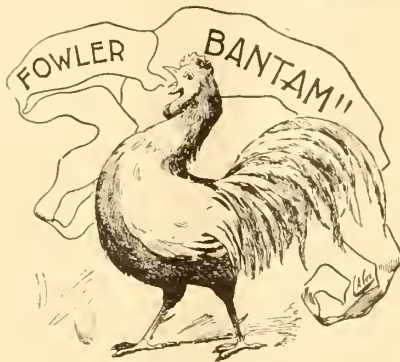
We won second place and second time in the road race. This was only the first gun. In the championships the Fowler was right in its glory. W. J. Anderson, on a Fowler, walked off with the quarter, half, one, and five mile championships. If there had been any more he would have captured those also.

After such a victory we can not blame people for asking, "Are there any other wheels ridden in Illinois besides the Fowler?"

\$2,620.00

That's what it would have cost the employers of the "soiled doves" (Class B jockeying crowd) to have placed to the credit of their respective wheels an equal number of wins recorded in another column, which were won by Fowler riders since a few days before, and including, the Fourth of July.

Those in the know figure that it costs the manufacturers who support teams \$20 for every race won by their hired men. Figuring on this basis it will be seen that we saved just \$2,620, which we can apply to improving the Fowler. Just a word to the poor, deluded Class B makers: A penny saved is a penny earned.



AS USUAL

The Bantam and King B on Top after
the Fourth of July Results
are in.

We Score Heavily in all Parts of the Country,
especially in Illinois, our home state.

GRAND TOTAL

74	<i>Firsts.</i>
30	<i>Seconds.</i>
18	<i>Thirds.</i>
7	<i>First Time Prizes.</i>
2	<i>Second Time Prizes.</i>

131

One Legged Championship
by I. B. Cunningham:

6	<i>State Championships.</i>
3	<i>County Championships.</i>
1	<i>State Record.</i>
1	<i>Coast Record.</i>

Quincy, Ill., State Meet.

10 firsts, 3 seconds, 1 third. Ten-mile road race—second time, second place. Every state championship—one-fourth, one-half, one, and five mile.

Wilmington, Del.

3 firsts, 1 second.

New Castle, Pa.

2 firsts.

Dixon, Ill.

2 firsts, 1 second.

Jamestown, N. Y.

1 first, 2 seconds.

Fayette, Mo.

1 first, 1 second.

Ottawa, Kan.

Ten-mile road race—first time, second place.

Chicago.

Clover Cycle Club, Chicago, five-mile road race—first time, second time; second, third, fourth places.

Mercer, Pa.

1 second.

Oakland, Cal.

Oakland to San Jose, forty-three miles, record broken by 35 minutes. Fowler Bantam.

Beason, Ill.

1 first.

Grand Forks, N. D.

1 first, 1 third.

Marshfield, Wis.

3 firsts.

Belvidere, Ill.

Fourteen-mile road race—first place, first time. Both from scratch.

Cortland, N. Y.

Sixteen-mile road race—first time.

Rome, N. Y.

2 firsts.

Syracuse, N. Y.

1 first, 2 thirds.

Oxford, Pa.

1 first.

Utica, N. Y.

Utica road race—first, fourth, fifth; first time prize.

Rome, N. Y.

1 first, 1 second.

Lexington, Ky.

Only two races. Fowlers got 'em.

Rockford, Ill.

Ten-mile handicap—first; first time. Both from scratch. Time, 27:56¾.

Butte City, Mont.

Ten-mile race—first place, first time.

Chicago.

2 firsts, 1 second.

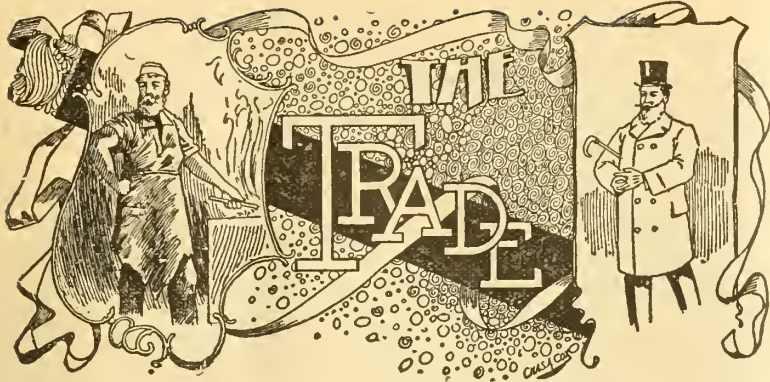
Auburn, N. Y.

2 firsts, 1 second.

Salem, Ore.

Willamette University Field Day. Two races. Fowlers get both. Record for one mile.

(To be continued.)



The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertisers rates on application.

THE STEARNS-LU-MI-NUM CONTROVERSY.

We are in receipt of long letters from both E. C. Stearns & Co. and the St. Louis Refrigerator & Wooden Gutter Co. in relation to the failure to have the tests between the steel bicycle frames of the former and the aluminum frames of the latter carried out. The Lu-mi-num people were on hand at Cornell University, Utica, N. Y., ready to submit their frames to the test, while E. C. Stearns was likewise on hand, but failed to have the twelve frames that he was to furnish for the tests with him, claiming that he understood that the meeting was only a preliminary one to arrange the details, and that he had no frames suitable for the test.

It will be remembered that the challenge issued by the St. Louis people provided for a forfeit on their part of \$500 unless their frame was proven to be "by far" stronger than that of the firm accepting the challenge; and for a forfeit on the part of their opponents of \$500 if the Lu-mi-num frames proved twice as strong as the others, and of \$750, if three times as strong.

The judges decided that "by far" stronger should be construed to mean 15 per cent stronger. The principals to the tests agreed that the money on deposit should be paid over on order, "signed by two of the committee of judges, being a majority."

Beyond this nothing was done except to arrange for another meeting which, owing to the fact that the Stearns people were not prepared for the test at the last meeting, is to take place in St. Louis, Monday, July 23, at 11 o'clock, at Washington University, and that "if at a meeting for tests, either of the principals fails to appear, with not less than twelve frames of regular and standard make, as nearly five pounds in weight as may be found practical, he shall be considered as having defaulted in the contest."

A LETTER FROM THE DUNLOP TIRE CO.

EDITOR THE BEARINGS: We wish to take exception to the remarks of your very evidently biased English correspondent in BEARINGS for June 29. We quote from his letter:

The Dunlop company is proud of the fact that all the N. C. U. championships so far have been won on Dunlop tires. This is, no doubt, a capital advertisement, but after all, the meeting at Birmingham was rather a fiasco. I can not understand why the Dunlop should be so popular on the track, and the — on the road. The latter is evidently the faster tire of the two, as was pretty well proved in a recent fifty mile handicap held on the highway by the North Road Club, when the first seventeen places went to the riders of — tires.

The facts are these: All the English championships for this year were won on the Dunlop tire, and in competition with the tire of which your correspondent seems to be enamored. The meeting at Birmingham, at which these Dunlop victories were won, was no doubt a fiasco from your correspondent's point of view, from the fact that his favorite tire failed to score a single time, although the makers of it had felt so confident of their success that they had printed and ready for distribution a large quantity of expensive advertising matter, announcing the winning of the championships on their tires.

He says further that he can not understand why the Dunlop should be so popular on the track. If he will refer to the history of track racing in England for the last five years since pneumatics were introduced, he will find that there have been won in England, Scotland, and Ireland, eighty-three championships, seventy-seven of these were won on Dunlops alone; two were won on Dunlops and other tires fitted to the same machines, and four only on other tires. If he will calmly consider this fact he will probably understand why the Dunlop is such a favorite on the track, although from the childish inconsistency of his own statements, we are afraid (to use an Englishism) "e's a bit thick."

However, passing over these two points, it is the latter part of his statement against which we wish most emphatically to protest. It is true that on June 16 the North Road Club held a fifty mile race, in which the first seventeen places went to riders of the — tires, but in order to quote this as a proof of the superiority of these tires over the Dunlop, your correspondent has evidently suppressed another interesting fact. On the same day another race, held by another club, the Anerley Bicycle Club, over the same distance, fifty miles, was over a course notoriously slower than that on which the celebrated North Road Club holds its annual events, and this race was won by Mr. Ridgway, first, and Mr. Horton, second, on Dunlop tires, in

3 minutes 11 seconds faster time than the fastest time made in the North Road Club race, in which — tires were used. This is a proof of the superior speed of the Dunlop tire, of which there is no gainsaying.

The use of such a large number of — tires in the North Road Club race does not prove their superior speed, as your correspondent seems to think, but merely the generous method of doing business, followed by the makers of that tire in their anxiety to have it ridden by any one who has the remotest chance, even down to seventeenth place, to take a prize in a race.

Yours truly,

AMERICAN DUNLOP TIRE CO.,

NEW YORK, July 11, 1894.

Per Kirk Brown.

TRADE CHANGES.

DETROIT, MICH.—The Detroit Cycle Co., sued by the Peerless Mfg. Co., for bicycles and bicycle sundries, to the amount of \$2,705. The Peerless company ask for a receiver and for an injunction restraining defendants from collecting moneys on contract. The Gormully & Jeffery Mfg. Co., and Edwin B. Robinson, are also made defendants in the suit.

LOCKPORT, N. Y.—F. W. Kortf, agent bicycles, reported recently closed by sheriff. NEWTON, MASS.—Williams & Doame, new firm, composed of George F. Williams and Francis H. Doame, opened a new bicycle repairing establishment in the Higgins & Nickerson block.

TORONTO, CAN.—The Standard Bicycle Co. has been incorporated with a capital stock of \$2,000, in \$25 shares.

LOUISVILLE, KY.—G. M. Allison & Co., 448 West Main street, bicycles and typewriters, store damaged by fire to the extent of \$4,000. Insurance, \$2,000. The stock in the store at the time of the fire was valued at \$12,000. The damages sustained will amount to \$4,500.

SALEM, ORE.—The Northwestern Bicycle Association, incorporated by R. D. Inman, E. G. Jones, Walter Reed, R. W. Hoyt, P. Van Humason, and R. C. Wright, to manufacture, sell, deal in bicycles, and other vehicles, pleasure boats, athletic and sporting goods. Capital stock \$5,000, divided into 500 shares.

PHILADELPHIA, PA.—J. H. Marlow, 302 Susquehanna avenue, is putting on the market improved bicycle stand and home trainer.

ITASCA, TEX.—Thompson & Stollenwick, hardware, adding vehicles, farm implements, and bicycles, are enlarging their store for this purpose.

HOUSTON, TEX.—Rierson & Spore, bicycles, reported as having dissolved.

RALEIGH, N. C.—The Julius Lewis Hardware Co. incorporated to succeed Julius Lewis & Co., which firm was dissolved on June 30. The new incorporators of the new concern are N. W. West, Charles B. Hart, and F. T. Ward. Bicycles and bicycle supplies are to be added. Correspondence invited.

FREEDPORT, ILL.—Leemhuis & Schulte, hardware, interest of Leemhuis purchased by Samuel Jordan. Bicycle department will be opened.

MORRIS, MINN.—Stone & Dumble, hardware, succeeded by A. A. Stone, who invites correspondence concerning bicycle agency.

BOSTON, MASS.—John P. Lovells Arms Co., closed contract for agency in London, Eng., and booked orders from India, a field heretofore occupied exclusively by English manufacturers. This company has recently opened a branch store at 131 Broad street.

ROCHESTER, N. Y.—Rochester Cycle Mfg. Co., John F. Dorothy, stockholder, begins a litigation to require company to show its books to Frank F. Wells, who was formerly treasurer and business manager. The company was organized in 1880, with a capital stock of \$20,000, since increased to \$40,000, of which Mr. Wells owns \$4,600.

ROCHESTER, N. Y.—The Rochester Hardware Co., incorporated by T. T. Smythe, B. V. Park, George J. Mears, and Edward B. Vincent. Capital stock \$10,000. A wholesale and retail business will be done, and bicycles and sporting goods are to be taken up. Correspondence with the trade is invited.

ERIE, PA.—The Erie Rubber Co., has resumed operations with bright prospects. The Mooney Bicycle Tubers are being manufactured.

LEADVILLE, COLO.—The Tompkins Hardware Co., successors to the Tompkins, Carey Hardware Co., hardware, bicycles, etc., has reduced capital stock to \$50,000.

AKRON, OHIO.—The B. F. Goodrich Rubber Co. closed its works for the season, yesterday (July 13), and today the company gave an excursion to its employees.

HUMESTON, IOWA.—T. C. Ballew, hardware, bicycles, etc., is erecting a new store building.

LUVERNE, MINN.—Huntington Bros., successors to C. E. Huntington, hardware, invite correspondence concerning bicycle agency.

ST. PHILIPS, LA.—J. Marchand, hardware, succeeded by A. Bronsard, may be addressed concerning bicycles.

MAQUON, ILL.—G. G. Shearer, will open new hardware store, and desires correspondence with bicycle manufacturers, looking to accepting agency for one or more good wheels.

ALLEGHENY, PA.—Taylor Hardware Co. succeeds to the business of W. V. Taylor, who has admitted John A. McKinley to partnership. Bicycles will be added.

BURLINGTON, VT.—John A. Manson & Co. will open new hardware and bicycle store at 98 Church street. Correspondence invited with wheel manufacturers.

FERRY, OKL.—Welch & Faulks, hardware, bicycles, guns, and ammunition, reported closed by local creditors. Assets, \$1,000. Liabilities, \$250.

HUDSON, N. Y.—James C. Rogerson, hardware, bicycles, sporting goods, etc., at 613 Warren street, succeeded by J. C. Rogerson & Co. James C. Rogerson, Jr., having been admitted to the business.

INDIANAPOLIS, IND.—Central Cycle Mfg. Co. assessed at \$20,000 by County Board of Review.

INDIANAPOLIS, IND.—Century Cycle Mfg. Co. assessed at \$12,325 by County Board of Review.

HOUSTON, TEX.—J. S. Morris Sons, hardware, bicycles, etc., reported assigned to George A. Race. Liabilities estimated at \$147,932. It is stated that the assets will equal the liabilities, and it is expected that the firm, which is one of the oldest and best known establishments in the state of Texas, will be able to resume business in two months.

TORONTO, CAN.—The Comet Bicycle Mfg. Co. will erect a factory, 70x100 feet, seven stories in height.

CHATHAM, N. Y.—Charles Etman, bicycles, etc., store destroyed by fire. Loss unestimated. Partially insured.



A. G. Spalding & Bros.' Chicago store.

A MISSISSIPPI MEET.

YAZOO CITY, MISS., July 12.—The first race meet of the Yazoo City Wheelmen passes on the records of Mississippi cycling events as an unqualified success. It was the first meet ever held in the city and it may be said for the Yazoo City Wheelmen that the meet was conducted, even to the minutest details, in a strictly first-class manner. There were a large number of visitors from the principal Mississippi cities and the parade of wheelmen, headed by a first-class military band, was one of the longest, if not the longest exclusive wheelmen's parade ever seen in the south.

To a person who has never enjoyed the good old-fashioned hospitality, for which the south is noted, it will be hard to understand what a royal good time can be had. There was an entire lack of that stiffness some times apparent at a northern meet and every one, from the mayor down, seemed to vie with one another in entertaining the visitors. At every turn was the sign, "Welcome, Wheelmen!" but the signs were unnecessary.

At the track: There were eight events on the programme and they were all run off promptly and the races were over by 7 o'clock, which was remarkably good time considering the fact that a five and ten mile race was on the programme. The track was kept absolutely clear and this, too, was remarkable, as there was not much of a grand stand and spectators were allowed to stand along the edge of the track. It took the entire police force to do it and had it been necessary, the mayor, who was active in keeping everything straight on the grounds, would have deputized enough more to do the work. As it was, he took a hand in clearing the track and it was soon apparent that he meant business. Business for the afternoon in the city was suspended and over three thousand people came out in every conceivable means of conveyance; so large was the crowd that an unposted observer would have thought a public hanging was in progress. The surface of the track was fine, but the track was narrow and unbanked, hence the time was not extra fast. Two of the Yazoo men, Powell and Dunn, are both excellent riders and will make their mark throughout the state meets as fast men.

Special mention is due the secretary of the club, E. G. Olden, for the businesslike manner in which everything connected with the meet was conducted.

Summaries:

One mile novice — Pourcine, first; Phillips, second; Mozelle, third. Time, 2:57.
Quarter-mile open, Class A.—Dunn, first; Whiting, second. Time, :36.
Half-mile, Class A, best two out of three heats.—Dunn won first two heats; first heat, 1:19½; second heat, 1:19½.
One-mile open, Class A.—Brantley, first; St. John, second; Smith, third. Time, 2:51½.
Five-mile open, Class A.—Thompson, first; Phillips, second; Holberg, third. Time, 16:21½.
Quarter-mile, boys' race.—Hy. Quackenmeyer, first; Jack Ratliff, second. Time, :44.
Three-quarter-mile open, Class A.—Thompson, first; Holberg, second. Time, 2:12½.
Ten-mile match race between Powell, of Yazoo City, and Brown, of Deasonville.—Powell won the race in 35:04½. After trailing Brown for nine and a half miles on the last lap Powell took the lead and with perfect ease gained a lead of seventy-five yards, which he maintained to the finish. Brown had been challenging all the riders in the state, but he does not show up as having any speed whatever.

SIMON PURES AT CLEVELAND.

CLEVELAND, OHIO, July 14.—The Lakeside Cycling Club's annual tournament was held this afternoon and evening at the C. A. C. park. The attendance was not as large as it should have been, as the quality for Class A events was first-class. There were too many counter-attractions, and the members of the Christian Endeavor, whose attendance in large numbers was confidently expected, were conspicuous by their absence. Class B events were entirely eliminated from the programme, the only riders in that class being Goetz and Johnson, of the Lakeside team, who rode exhibition quarters, halves, and miles, pacing each other. The event of the day was the work of L. C. Johnson in the evening's one-mile handicap. He had been laying for the track record all day and in this event found his opportunity. He was up with the bunch in the second lap and came near enough to the front to count fourth in the finish, making the excellent time of 2:21½. This lowers the track record 3½ seconds, and wins a \$50 diamond. The C. W. C. entrants got their share of the prizes, something new, by the way, for that club, as they have never before fostered racing to any great extent. A large delegation evinced their approval, however, from the grand stand, encouraging their riders as far as possible, and the indications are that the old C. W. C. will now be in it with a racing team—Class A, however.

Summary of Afternoon Races:

One-mile novice, final heat.—J. F. Baird, first; L. Gunn, second; G. Calhoun, third. Time, 2:43½.
Half-mile open.—A. I. Brown, first; A. B. Ellis, Oberlin, second; Frank Rigby, Toledo; third. Time, 1:25.
One-mile, 2:40 class, final heat, limit of 2:45.—Haskins won in 2:57½, and the race was declared off by Referee Bliss and ordered run over again.
Run-over.—Ellis, Oberlin, first; Haskins, C. W. C., second; Comstock, third. Time, 2:44½.
One-mile handicap, final heat.—Calhoun, 130 yards, first; Haskins, 100 yards, second; Lindmueller, 120 yards, third. Time, 2:22½.
One-mile open.—L. C. Johnson, first; A. I. Brown, second; Updegraff, third. Time, 2:47½.
Three-mile lap race.—A. Auble, Jr., Wadsworth, Ohio, first. Time, 8:36. Brown and Comstock distanced.
One-mile handicap for the World's cup.—A. I. Brown, scratch, first; A. Auble, Jr., Wadsworth, second; George Myers, third. Time, 2:26½.

Evening:

Quarter-mile open.—Brown, first; Rigby, second; Trappe, third. Time, :34½.
One-mile handicap, final heat.—Baird, 130 yards, first; Haskins, 100 yards, second; Comstock, 90 yards, third. Time, 2:19½.

Half-mile open.—Brown, first; Johnson, second; Rigby, third. Time, 1:21.
Two-mile handicap.—Dahlke, first; Calhoun, second; Baird, third. Time, 4:54.
One-mile invitation.—Johnson, first; Brown, second; Rigby, third. Time, 3:10.

Three ladies in bloomers surprised the audience. They are the first to set the style for this city. The daring trio were Mrs. George E. Poole, of Springfield, Mass.; Mrs. H. E. Mechling, of Pearl street, and Mrs. Walter Norton, of Brenton street, this city. Mrs. Poole's husband was formerly physical director of the Cleveland Y. M. C. A. He and his wife are on a wheel trip, which will take them through Canada and end at Halifax, N. S. Mrs. P. has discarded the ladies' wheel and rides a diamond frame pattern.

M. J. Bailey Wins at Riverton, N. J.

RIVERTON, N. J., July 14.—The bicycle races today were well contested. The track had been greatly improved since the Fourth of July tournament, and was prolific of some very fast time. W. A. Wenzel broke the track record for the mile, going the distance in 2:26. The events were all well contested, and served to keep the interest of the large crowd present at fever heat.

Summaries:

One-mile club handicap.—M. J. Bailey, first; W. Ledge, second; Savis, third. Time, 2:41½.
One-mile handicap.—M. J. Bailey, first; W. Ledge, second; C. F. Earp, third. Time, 2:36½.
J. J. Cummings, the crack one-legged rider, rode a quarter of a mile in :40, handicapped by the wind.

FIXTURES.

JULY.	AUGUST.
21 Racine-Milwaukee road race.	30-31 Brattleboro, Vt., W. C., race meet.
21 Orange Oval, race meet, Orange Ath. C. C.	30-31 Austin, Minn., C. C., race meet.
21 Rockville, Conn. Wheel Club, race meet.	
21 Flushing, N. Y., race meet, Mercury W. C.	SEPTEMBER.
21 Saratoga, N. Y., A. A. W.	1 Wallingford, Conn., Ramblers C. C.
23 Newark, Ohio., national circuit meet.	1 N. Y. City, Am. W. nat. circuit meet.
25 Middletown, N. Y., Wheelmen, race meet.	1 Norristown, Pa., Norri-town W.
25-26 Toledo, Ohio., C. C. national circuit meet.	1 Cortland, N. Y., A. A., race meet.
27 Albany, N. Y., Co. W., race meet.	3 Pueblo, Colo., Rovers and A. C. race meet.
27-28 Indianapolis, Ind., Zig-Zag C. C., national circuit.	3 Rahway, N. J., Union Co. Roadsters.
27-28 Indianapolis, Ind., Zig-Zag C. C. nat. circuit.	3 Bergen Point, N. J., N. J. A. C.
28 Waverley, N. J., race meet, M. A. C. C.	3 Waltham, Mass., Waltham C. C.
28 Flushing, N. Y., Mercury W. C.	3 Norwich, Conn., Rose of N. E. Wheel Club.
28 Manhattan Field, race meet, M. A. C. C.	3 Ware, Mass., B. C., race meet.
28 Latrobe, Pa., B. C., race meet.	3 Canton, Ohio, B. C., race meet.
30 Lafayette, Ind., national circuit meet.	3 Greenfield, Mass., F. W. Stowe.
30 Lafayette, Ind., national circuit meet.	3 Utica, N. Y., Trade Assembly.
	3 Albany, N. Y., Central Fed. of Labor.
	3 Staten Island A. C. West New Brighton.
	3-4 Syracuse, N. Y., Syracuse A. C.
	3-4 Hartford, nat. cir. Hartford, W. C.
	3-4 Quincy, Ill., B. C.
	4 Columbus, Ohio, C. C.
	4 La Junta (Colo.) C. C., race meet.
	5 Utica, N. Y., C. C. race meet.
	5-6 St. Johns, Mich., Wheelmen races.
	6 Waltham, Mass., Bicycle Track Assn. national circuit meet.
	7 Chillicothe, Ohio, Wheelmen, race meet.
	8 Worcester, Mass., Bay State B. C. national circuit meet.
	9 Chicago A. C. C.
	10 Los Angeles, Cal., A. C., race meet.
	10 San Jose, Cal., Garden City Cyclers.
	11-13 Springfield, Mass., B. C. nat. circuit.
	15 N. Y. City, meet. Harlem Wheelmen's circuit Mass.
	16 Waltham, Pa., B. C.
	17 Scranton, Ill., B. C. nat. circuit meet.
	17-22 Galesburg, C. C., race meet.
	19 Williamsport, Pa., Keystone W. C. nat. circuit meet.
	22 Philadelphia race meet, national circuit A. C. C.
	25-26 Baltimore, Maryland B. C. national circuit meet.
	29 Wheeling, W. Va., nat. circuit meet.
	OCTOBER.
	1 San Francisco, Cal., Olympic A. C. W.
	2 Danbury, Conn., races, Danbury Agr. Society.

WITH OUR

Reduced List Prices,

From which we allow Liberal Discounts.
Agents can meet any competition in America at the present time.



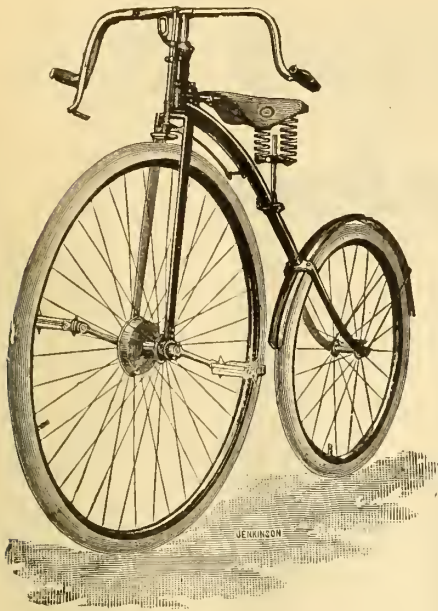
Reliable Goods 1500 Wheels in the Lot All Sizes Write us.

	1893 Price.	1894 Price.
30 lb. Regis Scorchers (highest grade, thoroughly reliable)	\$150	\$60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair)	150	75
'92 30-inch Pneumatic Crescent, '94 make	100	50
30-inch '93 No. 2 Escort, '94 make	100	50
'93 Rob Roy No. 4, 28-inch, Pneumatic	85	50
'93 Rob Roy No. 3, 28-inch, Cushion tires	70	35
'93 Rob Roy No. 1, 26-inch, Cushion tires	50	25
'93 Combination Junior No. 2, 24-inch, Pneumatic	50	25

Remember, Discounts to dealers and agents from above prices.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers
of SYLPH and OVERLAND Cycles, also exclusive agents for '94 Western Wheel Works' Crescent Line for Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.
Mention The Bearings

BEARINGS
As Original
 Antimony Bearings



A Crypto Bicycle

Gives Satisfaction Because

THE POSITION IS COMFORTABLE
 THEY DRIVE EASILY
 THEY STEER EASILY
 THEY ARE SIMPLE IN CONSTRUCTION

In order to introduce them quickly we have determined to sell fifty of these wheels to riders at

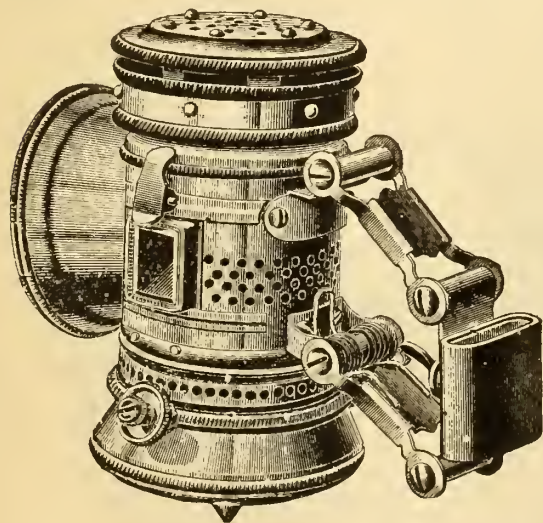
\$50 EACH, CASH

We want to scatter them over as large a number of places as possible and prefer to sell only one in a town at this price. If you don't know the wheel send for catalogue.

The McIntosh-Huntington Co.,

CLEVELAND, OHIO.

MENTION THE BEARINGS

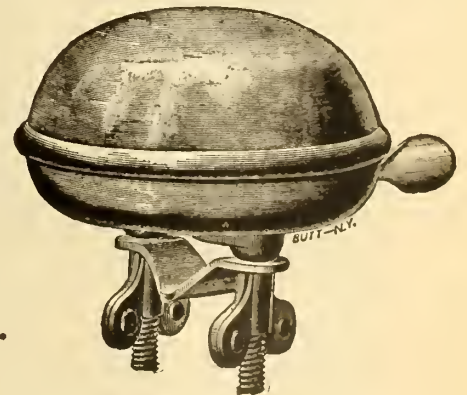


BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

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...THE...

"SEARCH-LIGHT"

BURNS KEROSENE.

A Radical Change in
 Lamp Construction ...

The only FIRST-CLASS Bicycle Lamp.

Have you seen the

"VULCAN" Torch?

Indispensable to all dealers in supplies.



Price, \$3.50 each

MENTION THE BEARINGS.

...THE...

"BRIDGEPORT"

DOUBLE STROKE.

The Handsomest Bell in the Market.

SEND FOR PRICES

His First Race.

The club racing men were weaving pretty romances anent path events, in which they invariably won at the finish, either by streets or a gnat's eyelid, when the veteran remarked dreamily: "My first race was far more exciting than any I have since been engaged in. The track was grass, distance once around the field to a gate. Only two starters, a bull and myself—bull virtual scratch. It wasn't a waiting race, as we went for all we were worth from start to finish. Result, the dearest of heats." "How did you decide it?" chorused the fellows. "Oh," answered the veteran, grabbing at a big tumbler, "he tossed me for it—and won."—*Bicycle News.*

Tuttle's Prize.

F. Howard Tuttle declares he will offer for some Class B event, in the near future, a special prize of a real live monkey. Every B man will ride and ride hard for that prize for the fun to be derived from it on the racing circuit. The monkey and "Mudder" Murphy's dog would make a champion pair. Murphy's dog was brought up with a monkey and would take to one very readily. Murphy says it was funny to see Jack and the monk asleep by the fire, the monk's paws tightly holding Jack's collar. The bell would ring and Jack would bound for the door. The monkey with a tight hold, held on, and in this way always rode on Jack's back. Jack and a monk would be a great source of amusement.

A Denver Hotel.

C. M. Hill, manager of the Windsor Hotel, of Denver, is making great preparations to care for wheelmen at the League meet. His hotel is centrally located, and one of the largest in the west. From pictures we have seen of the hotel and its interior, we should judge that any cycling visitor will have a royal good time. The Windsor has recently been appointed an L. A. W. hotel.

Rome meet promoters advertised in a list of entries, "Sanger, who once beat Johnson." And big, good-natured Sanger smiled as he read it, but made no comment.

It is said of George Taylor that his was "a Stearn (s) chase for Victor (y).

"Would have won if," is getting to be as big a chestnut this season as last.

Some time or other we will hear of a serious accident on a race track through carelessness in allowing dogs to roam too freely over the inclosure. A loose dog is a constant nuisance to riders, and seems to think the flying wheelmen are after him, with the result that he rushes hither and thither, oftentimes across the track. In handicap events, where the riders are scattered, he is especially dangerous.

Chicago & Alton R.R.

To The Denver National Meet.

Arrangements are rapidly nearing completion for the National League Meet in Denver, Colorado, August 13 to 18, 1894. Keeping pace with the different committees and officers having charge of this approaching event, which will probably go down in the annals of the National League as the most enjoyable summer meeting ever held, we find the Chicago & Alton,



Union Pacific through line, which on more than one former occasion has proved itself worthy of the patronage so liberally bestowed upon it by the wheelmen. Arrangements are complete, whereby through trains, through sleeping cars, dining cars, and baggage and express cars, fitted for the special accommodation of the wheelmen and their wheels, will be run by the Chicago & Alton, Union Pacific through line, from Chicago, Bloomington, and St. Louis to Denver. There will be no extra charge by "The Alton" for this special service over and above the regular excursion rates which the company has made for the meeting

which by the way are extremely low. Individuals, delegates, officers or committees having the transportation arrangements to make for themselves, their clubs, their friends or families, should lose no time in corresponding with the undersigned in order to obtain the lowest rates and absolutely the best accommodations to and from Denver, Colorado.

R. SOMERVILLE,

City Passenger and Ticket Agent, Chicago & Alton R. R.,
195 Clark street, Chicago, Illinois.



"Good mornin', Mrs. Mulcahy. Its a foine load av kindlin' wood ye hev there."

"Thrue for ye, Mister O'Hoolihan. Oi gathered it up forninst th' Woodrim Cycle Coompany. Tha hev half av ther wheels sint back wid brooken rims, and a blessin' it is to th' loikes av poor me." Faith, it's kaping me in wood th' year 'round. But ye hev a foine lot av ould oirn in yer wagin, Mr. O'Hoolihan."

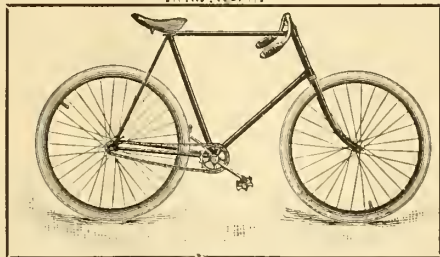
"Yis, Mrs. Mulcahy; oi foind a good livin' gatherin' oop th' stale rims thot's trun out from th' Stalern Boissickle Factory. But thot Agle factory will be th' ruin av us booth. Th' aluminum rims thot tha use niver break, an' ivery wan is afther thim now, an' soon our business will be gone, intoirely, Mrs. Mulcahy."

"Thrue for you, Mr. O'Hoolihan. bad cess to thim."

TRIBUNES

Still They Win!

Victorious returns come in so fast we can hardly keep track of them.
TRIBUNES ARE SURELY "IN IT."



C. C. VanTine wins the mile open at Cincinnati, also the two-mile handicap. Mount, a Tribune Racer.

O. C. Lippincott at Winslow, N. J., wins three firsts, one second, and one third. Mount, a Tribune Model C.

At Phoenixville Edwin Morris wins the one-half and one-mile races. Mount, a Tribune Model D.

C. C. VanTine wins the one-half mile open at Dayton. Mount, a Tribune Racer.

At Ashtabula, Ohio, Walter M. Hubbard wins both the one and five-mile open. Mount, a Tribune Model C.

At Newburg, N. Y., R. F. Williams wins the one-mile scratch. P. J. Foley wins the quarter mile, Fred Coons second, both on Tribunes Model C.

The five-mile scratch in Thomsonville, Conn., won on a Tribune by a new rider.

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LOUISVILLE WILL HAVE A TRACK.

LOUISVILLE, July 16.—The Prince Wells' races have set the local riders wild on the racing question. Three other meets had been proposed, but when the promoters saw the condition of the only track in town, they gave up the idea. The poor condition of the track, however, has been of the greatest benefit to wheelmen in this particular, it has called the attention of every one to the fact that Louisville needs a cycle track and needs it very badly. The *Sunday Star* of this city called for the support, not sympathy, of wheelmen and in 10 minutes, \$1,000 was subscribed toward forming a corporation to build a three-lap cement track. This from a crowd of ten at one of the local agencies, makes a very good showing, when it is stated that the amount came from riders only. The idea is to purchase or lease a tract of land lying contingent to the boulevard and street cars, build a three-lap track, covered stand, dressing-rooms, with lockers and other conveniences, the center of the oval to be used for baseball, football, tennis and other sports, for which the Louisville Athletic Club has already made application to rent. H. Cochran Bailey is at the head of the movement.

New Albany, Indiana, parties will hold a meet at the New Albany fair grounds on August 25, for which they invite entries from all racing men. They will have ten events on the programme, one ten-mile road race and nine track events. They guarantee prizes for the day's events to be worth \$1,700. The road race will start on the track and then out on the Corydon pike, one of the finest of the

Many Good Indiana Pikes.

R. C. Whayne, of Louisville, has the racing fever and has announced three road races for September 1 to take place on the boulevard, where every one can see them, free of charge. The first race will be a ten-mile, open to only Louisville, New Albany, and Jeffersonville riders and for which the first race will be one of his Southern wheels; the second prize will be a \$65 sewing machine. The five-mile road race will be open to riders of

the district noted above, *who have never ridden in a race.* The first prize will be a bicycle.

The two-mile road race will be open only to boys under fifteen years of age and for which the first prize will be a boy's wheel. These races will be unique in this way; a time limit will be placed on each race and every one finishing within the limit will receive a prize. For the three races 100 prizes will be offered. The idea originated with Mr. Whayne and he has always been known to do what he promised, so local riders will have a feast. He would like to give every one entering a prize, but fears that that would encourage loafing.

The Louisville Athletic Club held an athletic tournament last Saturday night at the broken-down auditorium track, in which were incorporated three cycle races. The first race was a one-mile Louisville Athletic Club championship. John Peters won, with C. K. Fleming second and Swager, third. Time, 3:08. Sherley was thought by every one to have had a cinch on this race, but like many others, made a poor showing when the test was made. The one-mile handicap was captured by J. C. Mitchel, 100 yards; G. P. Fawcett, 100 yards, second; H. Caperton, scratch, third. Time, 2:48. Caperton's time was 2:45, for which he received a prize for best time made.

Not only did the Wells' race stir up cyclers in regard to

The Need of a Cycle Track,

but it also caused a great deal of enmity between the friends of two of the contestants. Each one knew that his choice was the better rider, the other thought differently and so it went. Last Saturday it resulted in Thomas E. Jefferis issuing a challenge to Hugh A. Caperton, both local residents, offering to race him three one-mile heats, with 30 minutes intermission between each heat, the prize to be a \$50 diamond ring, to be paid for by the friends of the losing contestant, the friends of each contestant to wager \$200 or more upon the event. Having no track the races will be run either upon the New Albany track or the boulevard at the discretion of the challenged. As an evidence of their earnestness Jefferis' friends put up a \$50 forfeit.

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THE BEARINGS

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CHICAGO, JULY 27, 1894.

SMOKY CITY MEET.

Taxis Defeats Bliss and Johnson in an Open Race at Pittsburg—Sanger Doesn't Like the Track.

PITTSBURG, July 19.—This was not at all a bad meet. The circuit chasers had been led to believe the new quarter-mile track of the Pittsburg Athletic Club was a slaughter pen, but were agreeably surprised. It is a quarter-mile new track at East Liberty, six miles up hill and down dale, outside of the "smoky city" center. Everything is brand new. There can be but few criticisms of the track. At the second turn there is a serious defect, a kind of rise which threw the men out of their stride, and often threw the men over several feet.

Sanger was nearly thrown at this point in the mile handicap, and quit. He afterward refused to ride. After a mile spin in practice, Sanger said he wanted a pneumatic saddle. The track was very rough.

At the dangerous corner, eight men of the A class came down in the half-mile handicap. Twenty men started in this event. It was run contrary to Chairman Raymond's advice, to see if it was safe to start so large a field. One of the fallen men was hurt seriously, and Arthur Banker, the scratch man, quit when he saw the mix up.

Chairman Raymond was referee and made one decision that has brought down the condemnation of all the racing men on his head. It was the last Class B event of the day, the five-mile handicap. The men set their seal of disapproval on long races by not appearing. Only three men of the nineteen entered came out. There was a delay while the officials tried to induce others to appear. In this they failed. H. H. Maddox was given a liberal allowance of 310 yards, Taxis had 250 yards, and Callahan 210 yards. Maddox set out at his usual rushing gait. Taxis rode well until Callahan caught him, then slowed down. Callahan saw that Maddox was gaining rapidly and on three occasions tried to catch Maddox, then he would fall back behind Taxis. Maddox gained the lap on the two, and Callahan beat Taxis for second. Callahan and Taxis were

Disqualified For Team Work.

On the part of Callahan this was particularly unjust, as he was the outsider, the other two belonging to the Sterling team. Manager Eck was wroth.

Chairman Raymond disqualified Miller for the day for improperly calling to one of the contestants.

The programme was crowded with seven events Class A and six Class B, but the fields came out moderately and no heats were required.

The races were run promptly and only two and one-half hours were required. Fred Titus, according to his trainer, W. B. Young, is going stale, yet the New Yorker lowered his own state record of 2:09 to 2:07½, which is a new record for a quarter-mile track. Titus rode gamely all day. In the one-mile handicap, Class B, Titus and Maddox had a red-hot argument, and Titus was given the decision, although there are those who say Maddox won. The finish was so very close many called it a dead heat. It is alleged by one of the managers that the judge, whose duty it is to pick first, turned to a trainer and asked, "Who won?" Sanger called this judge down in good round terms for his incompetency.

But the race of the day was the mile open, Class B. There was a good field of starters, including Bliss and Johnson, Taxis, Kennedy, Murphy, Titus, Helfert, and others. The special prizes at the quarters were taken by Titus, MacDonald, and Kennedy. On the backstretch of the last lap, Bliss gained the lead. Johnson worked his way up to the rear of Bliss. Around the turn Bliss swung wide and crowded Johnson out. Taxis shot through on the inside, followed by Kennedy. Taxis and Bliss made it warm and the Philadelphian won his first tight race since his fall, by six inches. Kennedy came grandly and won third, only half a foot behind Bliss and Titus, crowded by Johnson, who could get no better than fifth. It was as pretty a finish as any of the season.

The finish of the quarter-mile open saw

Miller Pushing Bald Hard

right up to the tape. And Miller rode hard, too, and rode finely. Githens (20 yards) beat Bald 5 yards in a gamy struggle at the close of the half-mile handicap, Helfert rushing so closely into fourth place that some said he won.

E. C. Bode took occasion to argue his position taken with Mott at Baltimore to Howard E. Raymond, and the worthy chairman assured Mr. Bode

he was exactly right in his argument and that Kennedy should have ridden in the final under protest. As it was a trial heat, Chairman Raymond would not allow the protest to prevent the giving of the prizes.

The time trials of the day were: F. J. Titus, mile flying start, 2:07, paced by Callahan, W. F. Murphy, and Taxis; J. P. Bliss, half-mile flying to beat Johnson's quarter-mile track record of 1:00, doing 1:00½; by private watches 1:00½; Lumsden and Githens paced beautifully; A. L. Banker, quarter-mile :31, a new state record.

Summaries:

One-mile novice.—C. E. Porter, first; A. W. Heinle, second; T. W. Kennedy, third; F. J. Moore, fourth. Time, 2:31½.

Quarter-mile open, Class B.—E. C. Bald, first; E. F. Miller, second; H. A. Githens, third; W. W. Taxis, fourth; C. M. Murphy, fifth; W. J. Helfert, sixth. Time, :32½. Bald was in front all the way.

Half-mile handicap, Class A.—S. O. Griffith, Allegheny, 60 yards, first; T. W. Kennedy, Sharpsburg, 75 yards, second; W. H. Beazell, Homestead, 45 yards, third. Time, 1:06. Eight out of twenty starters fell.

One-mile open, Class B.—W. W. Taxis, first; J. P. Bliss, second; A. D. Kennedy, third; F. J. Titus, fourth; J. S. Johnson, fifth. Time, 2:31½. Time limit, 2:35. Titus, MacDonald, and Kennedy, won specials at quarters.

Half-mile handicap, Class B.—H. A. Githens, 20 yards, first; E. C. Bald, 5 yards, second; H. H. Maddox, 40 yards, third; W. H. Helfert, 30 yards, fourth. Time, 1:04.

One-mile handicap, Class A.—P. E. Jackson, 90 yards, first; K. T. Langer, 100 yards, second; T. W. Kennedy, 150 yards, third; S. O. Griffiths, 120 yards, fourth; C. R. Porter, 160 yards, fifth. Time, 2:17½.

One-third-mile state championship.—A. L. Banker, first; Paul Nelson, second; W. H. Beazell, third; K. T. Lang, fourth. Time, :47½.

One-mile special race.—A. L. Banker, first; J. E. Patterson, second; W. H. Beazell, third. Time, 2:40.

One-mile handicap, Class B.—F. J. Titus, 10 yards, first; H. H. Maddox, 70 yards, second; W. W. Taxis, 60 yards, third; W. J. Helfert, 60 yards, fourth; E. F. Miller, 80 yards, fifth. Time, 2:18½.

Half-mile open, Class A.—A. L. Banker, first; G. G. Aughenbaugh, second; W. H. Beazell, third; P. E. Jackson, fourth. Time, 1:12.

Five-mile handicap, Class B.—H. H. Maddox, 310 yards, first; C. H. Callahan, 210 yards, second; W. W. Taxis, 250 yards, third. Time, 13:21½.

One-mile open, Class A.—A. L. Banker, first; P. E. Jackson, second. Time, 2:41½.

THE SAME OLD STORY.

PARIS, July 22.—An enormous crowd gathered at the velodrome today to witness the bicycle contests. In the 1,000-meter handicap Zimmerman, who started from the scratch, won easily. Wheeler was second and Louvet third. There were forty starters in the mile-handicap race. Some of the contestants had 100 meters start over Zimmerman, who was scratch man. The American won the race easily, by several lengths. His victory was greeted with thunders of applause.

During the final tandem race the public observing Zimmerman invaded the track and gave him an ovation.

Kings County Wheelmen's Race.

NEW YORK, July 23.—The five-mile road race of the Kings County Wheelmen of Brooklyn, was contested last Thursday over the regular club course on the Ocean boulevard. The race was run from the half-mile to three-mile stone and return. Two inches of slippery mud covered the course, and made good time an impossibility. There were thirteen starters, of whom twelve finished, the winner turning up in W. E. Kippe, with a handicap of 3:30. Promptly at 6:14 p. m. Starter F. G. MacDonald sent the first batch of racers away on their journey, and at half-minute intervals others were dispatched, until the two scratch men, U. S. Paige and C. T. Earl, were given the word. The finish of the contest found the men placed as follows: W. E. Kippe, 3:30, 17:40; J. M. Harned, 3:00, 17:52; J. K. Young, 1:30, 16:33; E. J. Ryan, 1:30, 16:43; E. F. Rau, 45, 16:00; J. T. Beckwith, 2:00, 17:23; C. W. Young, 1:00, 16:45; U. S. Paige, scratch, 15:50; F. R. Blauvelt, 3:00, 18:51; C. T. Earl, scratch, 15:55; L. T. Perhan, 45, 16:41; W. N. Stanley, 1:30, 17:35. This race was the first of a series for the club championship, at five, ten, fifteen, and twenty-five miles, the last three of which will be ridden over the Merrick road, at Jamaica, L. I.

F. J. Jenny lowered the Class A, half-mile record, from 1:01½ to 1:00½ last Monday at Utica, N. Y.

W. C. Sanger vainly essayed to take a walk for exercise, at Newark, Ohio, Monday night. He was so persistently followed by a mob of a hundred kids, who passed and repassed him, front and back, that he returned to the hotel to escape. Such is fame!

RIDDEN IN THE RAIN.

Titus Wins a Sensational Three-mile Lap Race at Cleveland—The Ten-mile Event.

CLEVELAND, OHIO, July 20.—Imagine, if you will, a hot murky day. Black clouds are skimming overhead; now and then flashes of lightning glare in the ever-darkening heavens, but afar off. "It is going to rain," says one, "No! it's going around us," says another. The wind suddenly veers, the dark clouds become denser, thunder peals in the air, lightning flashes in the dark background. Darkness is coming hours early, and there is every sign of a fierce battle of the elements within a few minutes. The flags in the distance reverse on their poles and suddenly blow fiercely straight. There is a flurry of wind, a swirl of dust, and the storm, at least the wind part of it, is upon us. Lightning flashes oftener, its forked tongues lighting up the track, and there is an occasional drop of rain.

Beneath all this is the Cleveland Athletic Club grounds and its miserably banked quarter-mile track. A mere handful of people, probably five hundred, are in the stands, and the officials are busy on the track. For the three-mile lap race is about to start, the longest race of the day. The previous events have been rushed to get through before the rain. Seven men are mounted and ready for the pistol shot. The dust whirls round and round, and a great cloud envelops the men. "Go on! go on!" is the anxious cry. The officials hesitate a minute and decide to try to finish that race.

They Are Off!

Seven indistinct forms flying around the oval track in single file. It gets darker and a few of the electric lights are turned on. These look like moons afar off. Fred Titus is trying manfully to finish the race before it becomes an impossibility. Titus takes lap after lap. Several of the men fail to hold his killing pace in the stiff wind storm blowing, and retire. When ten laps have been covered there is but four on the track, Titus a hundred yards ahead of Githens and Maddox, who are fighting for second place with Conn Baker, 100 yards behind them. Steele and Levy, and the Murphy brothers have dropped out. Still Titus dashes into darkness and reappears again at the tape more yards to the good. Maddox fights well and makes several ineffectual attempts to overtake the leader. Maddox is a great pacemaker and does gain a little. Eleven laps and the bell and Titus 200 yards to the good! Githens and Maddox have had several gamy fights of which the Chicago man has won the majority. Titus finishes in the wind and darkness, while Githens and Maddox get soaked from the heavy rain which apparently only holds off for the finish.

Titus has ridden three miles in a wind storm, paced by himself and the fear of a drenching, in 8:06³/₅, probably the fastest unpaced three miles on record. Fred J. is a gamy and plucky little rider.

The Rain Fell

so heavily that it prevented the evening electric light races and tonight it looks as if there would be no races tomorrow. Indeed it is doubtful if the track surface is not washed away.

All the teams were entered here. Sanger and Johnson tried the track before the races and failed to hold the turns when going at a moderate gait. Street clothes were donned and the two invincibles watched the races from the top of a trunk case. The Victor team occupied seats in the stand.

In one event Lumsden rushed over the bank, and Bliss went over in another. Charles Murphy and Callahan nearly collided in another and went over the embankment, over a pile of dirt and in among the trunks. Neither was hurt. A Class A man did the same trick and had his front wheel broken. There were no serious falls on the track, however, and Sanger, Bliss, and Johnson have agreed to get up in the ten-mile open tomorrow for the \$200 diamond.

It was a glimpse at a collection of the prize diamonds for the Toledo meet that made the "big uns" so chary today. Frank Chapman had just expended \$2,000 for diamonds to be offered in the Toledo meet paying wholesale prices, and naturally wanted to show them to the men in whose possession they would be within a week. Sanger's eyes sparkled at the sight of the gems and it is safe to say that he will take no chances until after Toledo. Chapman really had the handsomest and

Largest Collection of Prize Diamonds

ever offered. All were set in rings.

Ernie Johnson and R. F. Goetz can play horse with any of the Class B men present, on this track. These two worthies were born and bred near the track and know every inch of its surface. Johnson (E. C.) won two races today, beating good men in each instance, as a glance at the summaries will prove. H. A. Lozier was a judge, and a most interested spectator. When he found the big men would not compete because of the dangerous track Mr. Lozier said emphatically, "I've \$500 toward a track that is safe, then."

The Cleveland Wheel Club cleared thousands last year with Jimmy and Meintjes as stars, and now with all the big men may lose money, owing to rain, the first rain that has prevented a circuit meet in six weeks.

In the Class A events Tom Cooper, of Detroit, proved himself a star of no small magnitude. L. C. Johnson, in Class A, rode from scratch in a heat of the mile handicap, doing the first quarter in :32³/₅, the half in 1:09³/₅, and the mile in 2:29²/₅.

Summaries:

One-mile novice, final heat.—H. E. Meckling, first; F. G. Heinrich, second; Z. Davidson, third. Time, 2:47.

Quarter-mile, Class B, first heat.—E. C. Johnson, first; W. W. Taxis, second; Gus

Steele, third; Conn Baker, fourth; R. MacDonald, fifth; W. J. Hellert, sixth. Time, :35. A good win. Lumsden rode over the bank.

Second heat.—R. F. Goetz, first; A. D. Kennedy, second; H. A. Githens, third; W. J. Edwards, fourth; B. Cleveland, fifth. Time, :35¹/₅.

Third heat.—J. P. Bliss, first; E. C. Bald, second; J. Levy, third; E. F. Miller, fourth. Time, :35.

Final heat.—E. C. Johnson, first; W. W. Taxis, second; E. C. Bald, third; R. F. Goetz, fourth; J. Levy, fifth; A. D. Kennedy, sixth. Time, :36. Bliss and Steele quit.

One-mile Cuyahoga County championship, final heat.—F. J. Baird, 140 yards, first; J. T. Graves, 110 yards, second; L. C. Bald, 130 yards, third; G. Calhoun, 100 yards, fourth; John Nicklin, 110 yards, fifth. Time, 2:19²/₅.

Quarter-mile open, Class A, final heat.—Tom Cooper, first; F. B. Rigby, second; A. B. Ellis, third; L. C. Dorn, fourth. Time, :34¹/₅.

One-mile handicap, Class B, final heat.—E. C. Johnson, 80 yards, first; R. F. Goetz, 90 yards, second; H. H. Maddox, 90 yards, third; E. F. Miller, 70 yards, fourth; A. D. Kennedy, 40 yards, fifth. Time, 2:13⁴/₅.

Three mile lap race.—F. J. Titus, first; H. A. Githens, second; H. H. Maddox, third. Time, 8:06³/₅. Titus made the fastest time ever made for three miles unpaced.

THE SECOND DAY.

CLEVELAND, OHIO, July 21.—Cool but cloudy was the second day of the Cleveland Wheel Club's tournament. The afternoon was so threatening that but a few people attended the races, few in comparison with last season's crowd. Interest centered in one race, the ten-mile open for diamonds valued at \$200, \$100, and \$60. Last night it was announced that Sanger, Johnson, and Bliss would positively start. Oil was poured on the track (it is asserted no oil was used on the men), and burned to dry the water near the poles.

Twelve men lined up for the ten-mile race, the fourth race on the programme. Sanger, Titus, Bald, Maddox, C. M. Murphy, Goetz, Steele, and little Ray MacDonald, winner of the ten-mile race and world's record at New York, July 7, were the competitors, and Kennedy, Levy, and Callahan, the pacemakers. At the start the pacemakers bunched to the front. Titus was sixth in the row and Sanger occupied his usual position, third from last. The pace was warm for the track, the first mile being done in 2:40, two miles in 5:13³/₅. MacDonald and Callahan drew out in the third mile. MacDonald's bruises still hurt him and his legs are stiff. Sanger attempting to gain a better position failed, and with Bald fell back to last. Titus started the fourth mile gamely, doing the pacing himself. Bald, Sanger, and Maddox followed Titus closely. All the others had dropped out. The fifth mile was done in 2:29, the five miles in 12:59. The pacemakers alternated and Titus called to them, urging them on. These men are hardly trained for such work and

Bald Looked Distressed.

Titus and Sanger were riding easily.

A lap before the nine miles Bald swerved and came down in front of the stand. He landed right side up with care on the turf and immediately mounted and went after the leaders. Bald's pedal was loose and bothered him a little. He was looking down at his pedal when he ticked Sanger's rear wheel. Murphy paced Bald, but could not pull him up to the leaders. Sanger hesitated and wanted to wait for Bald. Titus was unwilling. Several seconds were lost. On the last lap Sanger started out in the lead of Titus and maintained this lead to the last, although in rapidly diminishing proportions. Titus hustled Sanger well all the way and the two went so fast over the tapes that Sanger lost control of his wheel on the curve. He cavorted over the edge, down to the tents and across several tent ropes before he fell. It was a clean somersault over the bars and he escaped without a scratch. It did seem too bad that so great a race should have so ignoble an ending, and that the crowd should not have the opportunity to cheer the great victor. Bald was 200 yards back when the race was won.

Sanger had said previous to the contest he would ride until he went over the banking. The world's record escaped a breakage by 13 seconds, the time being 25:45; MacDonald's record, 25:32. But this is the world's record for a quarter-mile track and certainly deserves commendation. Not content with his fine showing in the ten-mile, Titus came out for the three-mile lap race. There was

A Good Field of Starters.

yet Titus started manfully out to repeat his yesterday's performance. He had eighteen points, when he suddenly cracked and quit riding. Young urged his man on, but Fred was not equal to the task, and when the finishing lap came, he was so far behind he was distanced, as was also Kennedy. "Brother Charles" Murphy won with five less points than was credited to Titus.

In the first Class B event of the day, the quarter-mile open, Bald's daring won him a race. E. C. Johnson sailed beautifully around the low banking. Charlie Murphy came out and at the head of the stretch had collared Johnson. Bald swung through the bunch and came into the homestretch wobbling frightfully, but riding grandly nevertheless. Once started Bald could not be caught, and at the tape just nipped the winners, winning "by a nose" from Murphy, Johnson third.

A. I. Brown twice defeated Tom Cooper, the Detroit man, in the Class A events, breaking Cooper's clean season's record of all wins; no defeats. Both these men and Lutie Johnson, a brother of E. C., of the Triangle team, ride in Class B on Monday. Cooper has been signed, by Manager Atkins, for the Rambler team, and the others with another will compose the Cleveland team of H. A. Lozier & Co.

The Races of the Evening

were chiefly characterized by the extremely fast time made. Racing by electric lights seems to have a stirring effect on the men, for they ride like demons. Sanger, Johnson, Kennedy, Callahan, the Victor team, Bald, Taxis, and others refused to start, yet the Class B events did not lack in interest.

Asa Windle gave little Ray MacDonald such a start in the quarter-mile that the youngster had the lead at once. He rode grandly and beat out E. C. Johnson, who has beaten nearly everybody on this track, by about a foot. MacDonald's time, :34, was a second faster than any previous quarter-mile of the meet. Johnson took the mile handicap by good riding, and Goetz, his team mate, beat out Gus Steele at the finish of the two-mile handicap.

There was not a serious spill and the fields galloped around the track at a frightful speed.

Summaries—Afternoon Races:

Half-mile open, Class A, finishing yesterday's postponed race.—Tom Cooper, first; A. I. Brown, second; O. P. Bernhardt, third; A. B. Ellis, fourth; C. T. Williams, fifth. Time, 1:14½. Won by a foot.

One-mile 3:00 class, final heat.—E. F. Leonert, first; F. W. Julier, second; C. G. Merrill, third; R. Lindmueller, fourth; L. Gunn, fifth; C. E. Dahlke, sixth. Time, 2:43½.

Quarter-mile open, Class B, final heat. Johnson not starting.—E. C. Bald, first; C. M. Murphy, second; E. C. Johnson, third; E. F. Miller, fourth; Ray MacDonald, fifth; Conn Baker, sixth. Time, :35.

One-mile handicap, Class A.—Gus Von Den Steimer, 160 yards, first; Geo. Meyers, 90 yards, second; R. Lindmueller, 90 yards, third. Time, 2:27½. Brown, scratch, broke chain.

Half-mile open, Class A, final heat.—A. I. Brown, first; T. Cooper, second; W. A. Lutz, third. Time, 1:33½.

CHESTER DEFEATS WEST PHILADELPHIA.

PHILADELPHIA, July 21.—The Chester Bicycle Club defeated the West Philadelphia Cyclers in the road race yesterday and now hold the championship of this section of the state. Six men from each club comprised the team. The start was made from Bryn Mawr at 4:16 p. m. Dampman, of Chester, at once plunged into the lead and set a red-hot pace for the mile. Then Church, of the same club, forged to the front and led the van for over two miles. Heishley, of West Philadelphia, made the pace during the latter part of the race. Upward of eight hundred wheelmen were assembled at the finish, just below the Black Horse Hotel, about a half a mile from Bala Station. At 4:28 four riders came tearing down the course almost abreast. Church, of Chester, was in the lead by a very few inches and by some good sprinting succeeded in shoving his wheel across the tape a few feet in front of Heishley, of West Philadelphia. Right behind the latter, and going like the wind, came Dampman, Chester, who wrested third honors from Meredith, of West Philadelphia, by little more than a wheel's length. When the last dust-covered rider had passed the finish mark and the scorers had made a reckoning it was found that Chester had



W. C. SANGER.



H. C. TYLER.

Ten-mile open, Class B, fourteen starters.—W. C. Sanger, first; F. J. Titus, second; E. C. Bald, third. Time, 25:45. World's record for quarter-mile track.

Quarter-mile open, Class A, final heat.—A. I. Brown, first; T. Cooper, second; W. A. Lutz, third; C. K. Updegraff, fourth. Time, :35.

Two-mile handicap, Class A, final heat.—F. J. Baird, 260 yards, first; Otto Mayo, 100 yards, second; O. P. Bernhardt, 30 yards, third; F. W. Julier, 180 yards, fourth; John Nicklin, 220 yards, fifth. Time, 4:51½.

Three-mile lap race, Class B.—C. M. Murphy, first; W. J. Helfert, second; W. W. Taxis, third; R. F. Goetz, fourth. Time, 8:49½. Taxis and Kennedy, the real winners, through their efforts early in the race were distanced in the concluding laps.

The Evening Races:

One-mile, 2:40 class, final heat.—F. B. Rigby, first; W. A. Lutz, second; E. F. Leonert, third; G. D. Comstock, fourth.

Quarter-mile open, Class B, final heat.—Ray MacDonald, first; E. C. Johnson, second; C. M. Murphy, third; W. H. Helfert, fourth; R. F. Goetz, fifth. Time, :33½. Fastest quarter of the meet.

One-mile open, Class A, final heat.—T. Cooper, first; O. P. Bernhardt, second; A. I. Brown, third. Time, 2:38½.

Half-mile handicap, Class A, final heat.—F. J. Baird, 75 yards, first; T. J. Cull, 75 yards, second; F. B. Rigby, 20 yards, third. Time, 1:03½.

One-mile handicap, Class B.—E. C. Johnson, 80 yards, first; R. F. Goetz, 90 yards, second; James Levy, 90 yards, third; W. H. Helfert, 60 yards, fourth; E. F. Miller, 70 yards, fifth; C. Baker, 80 yards, sixth; W. F. Murphy, 50 yards, seventh. Time, 2:13½.

Quarter-mile open, Class A.—A. I. Brown, first; T. Cooper, second; F. B. Rigby, third; F. W. Trappe, fourth; L. A. Callahan, fifth. Time, :34.

won by forty-four points against thirty-four by West Philadelphia. Church's time was :12:40, and considering that the road was covered with dust it was a very creditable performance. The order at the finish was as follows: Church, Chester; Heishley, West Philadelphia; Dampman, Chester; Meredith, West Philadelphia; Stewart, Chester; Parkhill, West Philadelphia; Rumford, Chester; Buzzard, Chester; Wall, West Philadelphia; Jones, Chester; Hill, West Philadelphia; Skiles, West Philadelphia.

C. R. C.'S ANNUAL CENTURY.

The fourth annual run of the Century Road Club will be held Sunday, August 5. The start will be made from Washington boulevard and Halsted street, Chicago. The riders may start at any time between 4 and 6 a. m. The ride will be via Elgin and Aurora, and the starting point will be the finish. No record will be taken of rides commencing before 4 a. m. or finishing later than 8 p. m. Participants must ride down into Elgin and not shorten the road by turning off at the light tower. Riders must register in Elgin and Aurora at places to be announced later. The run is not restricted to members of the club, and wheelmen generally are invited to take part in it.

THE BEARINGS
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GEO. K. BARRETT, EDITOR.

THE N. C. U. CALLED DOWN.

We have not heard the last of England's licensing scheme, it seems. The action taken by the N. C. U. in refusing to let Lehr, Lurion, and Eden ride in their championships, after these men had received a special invitation to do so, is causing a small-sized rumpus across the pond. The Deutsche Radfahrer Bund and the Dutch Union have got on their respective ears, and have demanded satisfaction. They want the N. C. U. to first express its regret in a letter of apology for the treatment Lehr received at its hands. Then after this is done they want an assurance that in future all license certificates of the D. R. B. will be recognized. Then they want the N. C. U. to pay Lehr's traveling expenses to England. If England does not come to these terms members of the D. R. B. will not be allowed to compete in England; neither will English riders be permitted to race in Germany.

This is a declaration of war that poor Old England will have to heed. We admire the Dutch for their nerve. It reminds us of the bold stand taken by our Chairman Raymond in Zimmerman's case, when he told the N. C. U. that it was none of its business what Zimmerman did in his own country as long as he could show a clean bill of health from the L. A. W. Here's hoping that you will make England apologize, our friend with a long name.

UNPACED MILES.

Now that Sanger has set up figures for an unpaced mile, the great American public is anxious to see what the other cracks can do. It will not have to wait long, though, for at the Chicago meet next week the others will have a chance to see what they can ride a mile in without artificial aid. The glitter of that \$500 slab of gold will put new strength into their limbs, and Sanger will have to look to his laurels. To a disinterested person it would seem that Sanger should have no opposition unless it be from Titus, who is the only man besides Sanger who can go it alone for a mile. Johnson, Bliss, and Tyler show up better behind pacemakers. The public will wait anxiously the result of this race.

BLOOMERS.

It takes a good deal of nerve on the part of any lady to attempt to introduce bloomers in a town and we feel for the brave maidens who are willing to make martyrs of themselves so that the less daring of their sex may be able to wear the new cycling dress without danger of being jeered at and hooted. But what makes it still harder for the reformer is some of the taunts which papers, that ought to know better, fling, thinking that they are saying something funny. The ladies do not mind the small boy or even the tough who makes remarks about them, for they know that they do not know better. But when their home paper comes out with some cutting

remarks about the new dress, then they shrink from carrying on the good work. One of the papers that has recently endeavored to be funny is the Louisville Courier Journal. This paper, in commenting upon the fact that a young lady had been seen on the streets of Louisville in a bloomer suit, says:

"Don't allow one pair of bloomers to stampede you, bubbly. Wearers of bloomers can never cease to be conspicuous. Besides, even if usage could make bloomers inconspicuous, usage is out of the question, for no woman, however beautiful she may naturally be, can ever look, when clad in bloomers, more graceful or attractive than a sack of salt."

We beg to differ with the Louisville paper. Bloomers, when properly made, are far more attractive than a sack of salt. The public will soon be educated so that it will not notice whether a woman wears bloomers or skirts. Then some people will be sorry they spoke.

M'DERMOTT ON ZIM.

Joseph McDermott, brother-in-law of Arthur A. Zimmerman, was seen by the writer at Asbury Park, where he was an active worker in the tournament July 13 and 14. "You should go to France," said the writer, "Arthur needs you."

"Do you think so?" replied Mr. McDermott. "Well, I may go," and he did—the following Wednesday. In reply to several questions fired point blank at him, Mr. McDermott said: "There has been a good deal of talk lately about Arthur and the work he is doing in Europe. Some people whose knowledge of the facts, to say the least, is slightly distorted, have been so ill-natured as to say that he is not riding very well; that the Frenchmen, the Belgians, the Dutchmen, though greatly inferior, are taking the lead, and that Zimmerman is getting to be a sort of back number. This kind of talk has been rampant in Asbury Park for some time. How such an impression got abroad I do not know. The truth is that Zimmerman is in the best possible form."

"How about that defeat?" "At Brussels, you mean? Arthur was beaten by Houben, on the Velodrome-Bruxelots. Houben, though strongly importuned, absolutely refused to make another match with Arthur, saying, 'I think I beat you by a fluke, and I am by no means confident I could do it again.'"

"Zimmerman does not seem to receive over-flattering notice from abroad?"

"No, and yet his career has been one continuous series of magnificent triumphs. In Florence he won two out of three championships, beating Luigi Cantu, the Italian champion, and other crack riders with the utmost ease. Sunday, two weeks ago, on the Buffalo track, he beat all who came against him. He has also beaten A. C. Edwards, champion of England, in three straight races for a purse of 2,500 francs breaking the Buffalo track record. He has beaten Barden for 3,000 francs. Zimmerman will shortly compete in the English championships, and he will win if he remains in his present shape. His winnings in stake money since he left America have been \$2,500. This, added to his percentage of gate receipts, makes his total profits over five thousand dollars. He will surely quit the season \$50,000 to the good. This may sound big," continues Mr. McDermott, "but there are good grounds for what I say. I start for France this week and I will see if I can not give Arthur proper representation that he may become as popular there as he was in this country. I tell you it took Arthur to wake up such a crowd as this. No other man of the present day can do it," and Mr. McDermott turned to his work, passing out numbers and badges for the approaching meet.

A Promising Youth.

Ray MacDonald, the New York youngster who has been showing the veterans how to ride fast, has often been referred to as a phenomenon, but



ARTHUR NIEMAN.

Illinois promises to produce his equal. Arthur Nieman, of Freeport, Ill., the son of the secretary-treasurer of the Stover Mfg. Co., is fifteen years four months old, but he has the speed of a full-grown man. The boy started in to train for the Freeport road race on Decoration Day, and he showed so much speed that the day before the race, when the handicaps were announced, that half of the riders refused to start unless Nieman was placed on scratch. This the handicapper refused to do, and the discontented riders got up another race. Nieman rode in the original race, winning it and getting time prize. W. F. Heuman, the Elgin professional, started to beat the boy's time, but did not come

within eight minutes of it. Freeport is willing to back its boy wonder as a coming man.

BLOOMERS IN LOUISVILLE.

A Young Lady Creates a Sensation by Wearing Them—State Road Record Broken.

LOUISVILLE, July 23.—“Did you see the bloomers?” This question has been asked by many people since last Saturday, when the first pair of bloomers was worn on the streets of Louisville in daylight. Miss Lily Duff is the name of the young lady who dared to brave public opinion by appearing on the streets in daylight with the rational costume. Attention was not directed to the costume but to the show made of nether limbs was what attracted the boys' eyes. Not one man out of ten could tell the color of her costume; the only satisfaction they could give was “they were black, fitted like a glove, and were not hidden by leggings.” With the ladies the opinions expressed were not complimentary, in fact, decidedly the reverse. Her appearance was due to a wager, but after the novelty had worn off and she had become hardened to the remarks made about her, she continued riding all afternoon through the business portion of the city. Judging from the comments passed upon her it is not likely that many rational costumes will be worn in Louisville, at least not in daylight.

C. A. Harvey attempted successfully to

Break the State Road Record,

held by Howard Jefferis since 1891. At that time, with a sixty-pound, solid

cuit, and if found practical for them to take the date, and that the committee should be authorized to make the necessary arrangements. The only difficulty in the way was the lack of a suitable track, it being found that the proposed new

Track Could Not be Finished in Time,

judging by the way subscriptions were coming in. An owner of a summer resort in the extreme western part of the city has offered to build a clay track, allow several years' lease of the ground free of charge if the club or a track corporation will build a grand stand and erect the necessary fencing. This proposition was accepted, and steps will be taken to get up the stock company, make contracts for the grand stand and other necessary fixtures. The fencing around the track will bring in a revenue from advertising instead of being an expense. It will be a three-lap track, clay surface, banked according to the best plans, and will be looked after very carefully. The track will be handicapped very much on account of its location, costing 20 cents from the central part of the city for the round trip, and from other portions of the city 30 cents for the round trip. This track will be a great deal better than none at all, and if any appreciation of it is shown this fall, a cement surface will be put on it next spring.

The other track scheme mentioned last week has not been abandoned on account of the liberal offer made by Mr. Landenwich, but the promoters will continue the agitation and hope to be able to provide a track equal to



The new one-third mile track at Denver, where the League championships will be run.

tired machine, over a rough road, Jefferis set the mark for the twenty-four hours at 181 miles. Harvey has put it at 294 miles, where it will stay for quite a while. The performance was a very meritorious one in several respects; the ride was made with very little previous training, and during the time he was compelled to ride for three hours in the hardest rain storm this section has had for many a day. After the rain, the course was very heavy and the rider naturally suffered a great deal from the effects of the wetting he received. An idea can be gotten of the heavy rainfall, when it is stated that he had to change wheels in order that the water could be run out of the bearings, wiped out and re-oiled. The saddle of his wheel was soaked so thoroughly that the leather stretched until it touched the top of the saddle-post. Without dismounting, he continued riding on the head of the saddle-post until his attendants made a pad of towels. The first hundred miles were ridden with only one rest of 11 minutes, and in 6:28, beating the southern record of Tom Jefferis, which stood for world's record for only two weeks, by 19 minutes. During the ride he lost 3 hours' time in resting, 1 hour and 10 minutes for meals, 10 minutes for rain, and the balance of the time for rubbing off the effects of the rain. Harvey used a twenty-one pound Waverley, which went through without showing a sign of wear and tear.

At the last week's meeting of the Louisville Cycle Club, a committee was appointed to take into consideration the open date in the national cir-

the Waltham. Louisville would stand a better show for record breakers than Springfield, Waltham, or any eastern or northern city on account of the difference in the climates.

Chairman Raymond of the Racing Board, is whetting his ax for the heads of one or two local riders who have had charges preferred against them. Hugh Caperton received a letter asking for an immediate explanation of the charges preferred against him for foul riding and using obscene language on a race track.

The Charge of Foul Riding

will hardly stand, when the referee at the race decided against the protest. In one race at Owensboro Caperton can produce evidence that Referee Croninger made the remark, “Did you see that foul of Van Antwerp? I will disqualify him for that.” Yet when the race was over Caperton was disqualified and nothing was said to Van Antwerp. It would be a bad precedent to set aside a decision of the referee, after he had passed upon the questions involved, but on the charge of using bad language no excuse except momentary temper can be given.

The challenge of Jefferis to Caperton was accepted in a way that would make both of the parties, if they contested, professionals. Jefferis has refused to agree to the terms imposed, and so the matter stands. The challenge expired last Sunday, but it is possible that it will have to come from the other side now.

NO CONTEST.

The Judges Discussing the Pros and Cons of the Famous Stearns-Lu-Mi-Num Test Case.

ST. LOUIS, Mo., July 25.—The board of judges in the Stearns-Lu-mi-num tests met at Washington University last Monday, and went into session with E. C. Stearns and Mr. Grayson. President Cockley, of the Shelby Steel Tube Co., was also on hand as an interested observer. A BEARINGS representative completed the party. The board remained in session all day, and when it adjourned Monday evening it looked as if the test would finally take place the next day. On Tuesday, however, new difficulties arose. It had already been settled that the phrase "by far" in the challenge should be construed to mean 15 per cent. The question of weights then came up. Mr. Stearns insisted that the frames must be of equal weight, or, if not that, the tests must be on a comparative basis. Mr. Grayson would not accede to this point, claiming that the challenge was for a test of the comparative strength of the frames used in road machines by the two firms. Mr. Stearns maintained that the tests were to determine the relative values of steel and aluminum for use in bicycles. This question was not settled when the board adjourned Tuesday evening.

In addition to the question of weights there were other points of difference. Mr. Stearns

Insisted on a Riding Test.

Mr. Grayson objected to this on the grounds that the results of a riding test could not be accurately measured, that it was more of a test of riding ability, and that such a test would occupy too much time. Mr. Stearns insisted that the riding test should be made, however, and that it should count as much as all the other tests combined. He objected to the crushing test applied to the seat part on the ground that bicycles were never subjected to any such strain. He also objected to the impact test.

When the board adjourned Tuesday evening all these matters were in *statu quo*. Both sides declared that they would concede nothing in the matter of weights, which seemed to be the chief point of contention. On Wednesday morning Mr. Stearns presented an affidavit to the effect that he had the number of stock frames required by the judges, as well as a number of special frames. The judges immediately asked for the Lu-mi-num frames, and Mr. Grayson sent to the factory for them, the board taking a recess in the meanwhile to

Examine the Testing Apparatus

of the university. The afternoon was consumed in examining the machines of the two contestants, and both lots were unanimously accepted as in accordance with the terms of the challenge.

The board again adjourned over night. During the long hours that the

judges discussed the pros and cons of the case the two principals had numerous spats of a more or less acrimonious nature. During one of these Stearns taunted Grayson with being afraid to allow the tests to proceed on the basis of equal weights. To the infinite surprise of his auditors, Grayson replied, "I never claimed that aluminum alloy was as strong as steel, weight for weight."

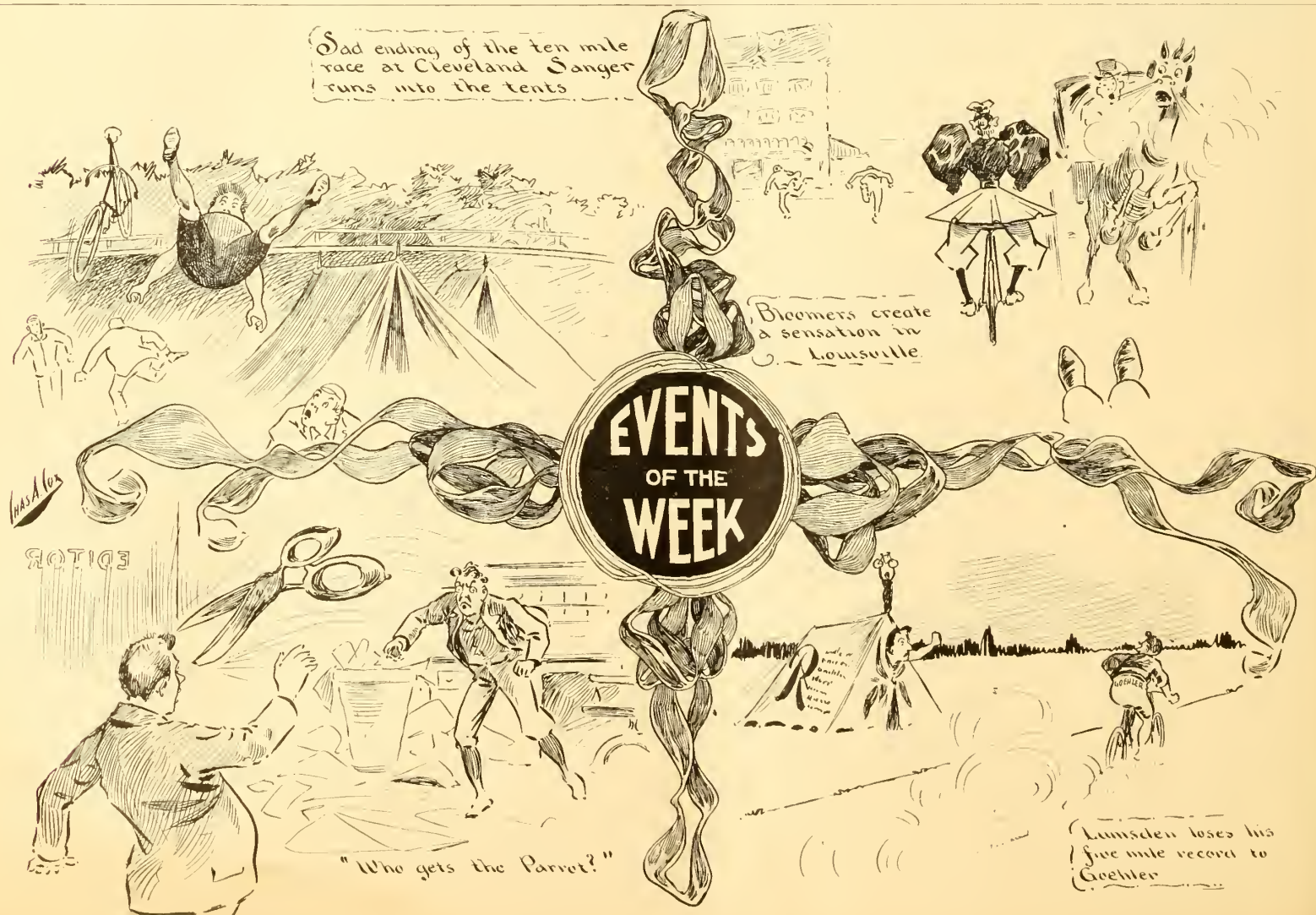
CABANNE WAS A SURPRISE.

TOLEDO, OHIO, July 25.—Elaborate preparations had been made by the Toledo Cycling Club to give the greatest meet of the present season. The prizes were up to value, and very elaborate in every way. For the special sanction races, a \$500 horse, buggy, and harness had been obtained, and a bedroom set of brass, with mahogany furniture, silver trimmed. Toledo deserved its great success inaugurated the first day. The attendance was 5,000. Both tracks were used, the half-mile for heats, and third-mile for finals. This caused confusion.

The west and east were about equally divided in the mile-open event, the race of the day. Bald, C. M. Murphy, and Titus, Sanger, Johnson, Bliss, and Cabanne, the latter a new man from St. Louis, and a good, strong rider who, today, made a name for himself. This rider has a record of 2:03. At the start of the race Steele took the pace, Sanger, who always starts slow, fell into the rear guard, with J. S. Johnson snugly nestled down behind. The latter lost his grip on the sleigh, and at the half mile was apparently out of it, well back and unable to improve. Sanger worked forward at the half to fourth, and at the three-quarters, to front position. Cabanne fell in behind Sanger, ousting Titus, who had ousted Johnson in turn. Bliss was blocked in on the pole, and could get no better than third, Sanger carrying Cabanne into a close second. C. M. Murphy, Bald, and Titus ran in the order named, inches only apart from fourth, Johnson last.

In the third-mile open, Class B, several unfortunate circumstances prevented a fine race with Sanger and Johnson in at the death. In the first heat Johnson, Lumsden, Githens, and Miller collided on the third-mile track, 100 yards from the start, and fell. In the second heat, Sanger a slow starter, got away in the rear. He made several attempts to work to the front, and on the last banking was coming strongly, when one of the competitors wobbled and pushed Sanger onto the edge of the bank. The dust flew, and Sanger and Taylor quit riding. Bliss came out of the bunch, and riding well, won by a foot from Taxis; E. C. Johnson, Bald, and Ray MacDonald close up in the order named. A. I. Brown made his debut in Class B in the second heat of this race, defeating Sanger from fourth position.

Kennedy won the two-mile handicap.



THE *Waverley* IS KING.

294 MILES IN 24 HOURS.

2 RECORDS [100 MILE] [24 HOUR] BROKEN.

Ridden by C. A. Harvey on the Boulevard Thursday, July 19.
No inflation of tires necessary from start to finish.

A 21-POUND WAVERLEY LIGHT ROADSTER DID THE BIZ.

Started Thursday, at 6:30 a. m. Making first 100 miles in 6:28, breaking the record. Eight hours out of the 24 ridden in heavy rain storm.

\$85 IS THE PRICE OF WAVERLEY BICYCLES.

The above ad, written by our Louisville agents, and clipped from the Louisville *Commercial*, tells its own story.

With good material, brains and money, we are producing the best machine sold on the American market at any price. Merit will tell. Every Waverley rider is proud of his mount, because he knows it is the latest style, the most modern up-to-date cycle that can be purchased at any price. That the public appreciate our efforts to give them the **best** goods at moderate prices is proven by the fact that more Waverleys have been built and sold this season than of any other make of **28 inch** bicycle in the world, regardless of grade or price.

We are making more every day, and some good territory where lots of money can yet be made is still open.

Get the Agency if you want a bonanza.

INDIANA BICYCLE Co.,

INDIANAPOLIS, IND., U. S. A.

GEO. E. LLOYD & CO., Exclusive Agents for Chicago.
Three stores—Cor. Canal and Jackson Sts., 593 W. Madison St., 297 Wabash Ave.

RACINE-MILWAUKEE ROAD RACE.

Chicago Man Again Wins Time—the Race Won by a Local Rider
—Other Milwaukee Events.

MILWAUKEE, WIS., July 26.—The time prizes in two of the three large road races held here this year have been captured by Chicago riders. The fastest time in the Racine-Milwaukee road race last Saturday was made by H. L. Dodson, of the South Side club of Chicago. He covered the twenty and one-half miles in 1:08:10. The first man to finish in the race was George Seely, a popular rider who belongs to the Cream City club of this city. The race was held under the auspices of the Mercury Cycling Club.

Road races have become a fad in this city and like all others given this one was a success. There were a total number of eighty-three entries. The riders went to Racine at 1:45 o'clock in the afternoon over the Chicago & North-Western road which furnished a special baggage car for the wheels of the riders. The start at Racine was made at 3:02 o'clock. The streets near the starting point were lined with many people who took as much interest in the race as did the Milwaukeeans. Henry Borgwardt, the limit man who had 15 minutes handicap, did not start and therefore the first rider to leave was a 13-minute man. Starters M. C. Rotier, Peter Gillis, and Thomas Neville succeeded in getting all of the rider under way on time.

There Were Sixty-Five Starters.

Among those who did not start was Harry Crocker, winner of the Waukesha-Milwaukee race time prize and who was generally picked as the winner of the time prize in this race. He was taken sick just before the race. James Levy, of Chicago, who, with G. E. Williams, of Pittsburg, was on scratch, also failed to start. The failure of these two men to ride left the time prize between Ed Roth, of this city, H. L. Dodson, of Chicago, and G. E. Williams, of Pittsburg. As has been stated, Dodson won, while Williams captured the second time prize in 1:08:30 and T. Kirchner, of the North Side club, this city, secured the third in 1:08:40. Ed Roth was left behind through an accident in which he was badly bruised. He was riding along shortly after he started, when a rider in front of him broke down and Roth went over him. Four riders who followed Roth also participated in the wreck and before Roth could get started the chances for first time had slipped away from him.

The Finish of the Race

was excellent. Never before has a road race in this city ended in such an exciting manner. Five riders exerted themselves to their utmost to win and when Seely crossed the tape he was followed by A. Weilop, A. C. Buttron, of Chicago, J. W. Warnken, and R. C. Franke, each twenty, thirty, forty, and fifty feet, respectively, behind the winner. The road was in fair condition, but there was a strong wind blowing from the lake, and as the course is mostly entirely along the shore, the riders received the full benefit of the wind, which somewhat retarded their speed. The course was a long one and most of the riders were well exhausted when they finished. The booby, a tree toad, was won by B. Brandes, of this city. One of the features of the race was that there was a prize of some kind for every one of the fifty-six riders who finished.

Summary of the Race:

PO.	NAME.	HDCP	AC TM	PO	NAME.	HDCP	TIME.
1	George Seely.....	5.00	1:00:20	29	Max Kuntz.....	10.00	1:19:30
2	A. Weilop.....	8.00	1:11:50½	30	A. Barndt.....	7.30	1:17:10
3	A. C. Buttron.....	6.00	1:00:51	31	L. Pierron.....	11.30	1:21:48
4	J. W. Warnken.....	6.30	1:10:21½	32	A. F. Bingenheimer.....	8.30	1:19:00
5	R. C. Franke.....	6.00	1:09:52	33	W. Larson.....	7.00	1:17:32
6	A. Ulrich.....	12.00	1:15:58	34	J. Lemmer.....	9.00	1:10:38
7	T. Kirchner.....	4.00	1:08:40	35	E. Nelson.....	7.00	1:17:42
8	G. Schildberg.....	11.00	1:15:46	36	J. R. Bowen.....	8.00	1:19:02
9	G. Snyder.....	11.00	1:15:58	37	W. A. Valentine.....	10.30	1:22:13
10	Theo. Rhoades.....	10.30	1:15:15	38	H. J. Schmitz.....	6.30	1:19:00
11	H. Zerbelt.....	4.30	1:10:30	39	Phil McGrory.....	9.00	1:21:45
12	H. Dodson.....	2.30	1:08:10	40	C. Preie.....	6.30	1:19:58
13	O. A. Harvey.....	5.00	1:11:12	41	F. L. Mason.....	9.00	1:23:13
14	A. E. Gaartz.....	6.30	1:12:50	42	G. Krantz.....	9.30	1:24:00
15	A. La Williams.....	5.00	1:11:30	43	J. Pederson.....	7.30	1:22:10
16	O. E. Thieme.....	12.00	1:18:45	44	G. Bender.....	9.30	1:24:30
17	F. R. Reinbold.....	10.00	1:16:50	45	D. Ellis.....	7.30	1:23:00
18	Ed Roth.....	2.00	1:08:52	46	F. J. Zander.....	8.30	1:24:38
19	C. R. F. Mittlestad.....	4.00	1:11:31	47	A. Bender.....	8.00	1:25:30
20	G. Pickhard.....	10.30	1:18:32	48	W. Phipps.....	10.30	1:29:45
21	W. Malbrath.....	12.00	1:20:10	49	F. Yahr.....	8.30	1:27:50
22	J. C. Schmidtbauer.....	6.00	1:14:12	50	B. Vieberink.....	8.00	1:29:22
23	T. Collier.....	10.00	1:18:12½	51	J. G. Poppert.....	8.00	1:29:52
24	G. E. Williams.....	scr.	1:08:30	52	C. J. Appel.....	10.30	1:34:10
25	Tom Stott, Jr.....	6.30	1:15:22	53	J. P. Brill.....	9.30	1:33:20
26	George Kuentzel.....	4.30	1:13:30	54	G. K. Krellwitz.....	6.00	1:30:56
27	W. Pritchard.....	7.00	1:16:10	55	B. Brandes.....	8.30	1:34:20
28	F. H. Harbach.....	10.00	1:19:20	56	L. Zahn.....	12.00	1:46:20

There were few accidents on the road. The most serious was that of C. E. Drew, of Elgin, Ill., who, in trying to pass a team, ran into a wire fence and cut his arm badly. He took the train to the city from South Milwaukee.

Marinette held a two days' bicycle meet last week which was well patronized. W. J. Anderson, of Chicago, had things all his own way, and succeeded in breaking the quarter-mile record. Disappointed at their defeat some of his competitors have been investigating matters a little, and now threaten to have Anderson expelled from Class A, for participating in events that are more than two hundred miles from his home.

Both Walter Sanger and Harry Tyler will participate in the national circuit races which are to be held here on next Monday, under the auspices of the Associated Cycling Clubs of this city. Johnson may also be on hand, as well as Bald, Murphy, and the rest of the fast men.

Willie Sanger may soon be seen on the track. He is a brother of Walter

Sanger, and has in several races here shown that he is a fast rider. It is reported that he is negotiating with an eastern bicycle manufacturer, and may soon enter Class B.

The West End club gave a road race from Wauwatosa to this city, four miles, last Saturday, which was won by Harry Schaad.

The second annual Chippewa Falls-Eau Claire road race was run on last Monday, over a seventeen and three-quarter mile course, and was won by E. E. Haskell, of Menomonie, whose time was :65. John Ebert, of Menomonie, finished second, and Eck Morgan, of Eau Claire, third. The time prize was won by B. B. Bird, of St. Paul, in 59:42, J. Skelton, of Chicago, getting second in 59:43, and G. J. Briggs, of St. Paul, third, in 59:44.

NEW YORK NEWS.

NEW YORK, July 23.—There is a rough rider with Buffalo Bill's Wild West Show who says he is anxious to get on a race with wheelmen at twenty miles, and makes the following stipulation: "I shall be the only horseback rider and may change as often as I please. Two wheelmen to race against me, changing as often as they wish. These are the only terms I request, and if they can be complied with, I will put up \$500 cash, and ride for all, or part of the gate receipts." The man who speaks thusly is Pedro Esquivel, a Spanish-American cowboy, who, years ago, acted as a pony express rider in carrying the mails across the western plains and mountains. Personally he is a gentleman. He is sincere in his challenge and will not tolerate any fraud. If any wheelmen care to take his bet, they will find that hippodroming does not go, and that the best man will win. One thing is certain, and that is that Esquivel does not lose much time in changing horses, being off and on another like a flash. He illustrates the old-time style of the pony express rider twice daily at the wild west show, and is personally very popular among the wheelmen, who fairly flock to the show when the weather permits.

In addition to the regular programme of the M. A. C. C. races, on July 28, a

Team Race For the Association Championship

has been placed on the list, which will undoubtedly prove a strong feature. The following clubs have already signified their intention of entering: K. C. W., E. A. C. C., G. W., R. W., H. W., and S. B. W. There will be no Class B events at this meet, but the cream of the Class A men will be there and good racing is bound to ensue. Howard E. Raymond will act as referee. Among the many entries received to date are those of Geo. C. Smith, E. L. Blauvelt, G. Fred Royce, Chas. Brown, Ted Goodman, Chas. Earl, F. E. Dorch, and "Pop" Granger. David Simmons, the negro over whom such argument was raised in relation to the Irvington-Milburn road race, will also compete in the afternoon's event.

Sporting men, prominent in other branches than cycling, have taken to the wheel in great numbers this year, among whom may be named J. J. Corbett, "Jimmy" Carroll, Fred Taral, "Knapper" Garrison, Stanton Abbott, the pugilist, and "Patsy" McDermott, the jockey. These men are all enthusiasts on the subject, and do the sport much good among the class which could not be reached in any better way than to have one of their number ride.

In a characteristic letter from I. B. Potter, referee of the Schwalbach road race, on July 4, he hands in decisions on the protests made for alleged pacing of various contestants during the race. There were fourteen protests made, but Referee Potter only finds J. W. Davidson and R. E. McCauley guilty. He says that with the other it is a case of "not guilty, but don't do it again."

A party limited to fifty will leave Boston for this city July 27. They will be L. A. W. members and it will be their intention to train as far as North Adams, Mass., where the night will be spent. The following morning they will begin a tour to and down the Hudson River to this city. It is the intention of the committee in charge to make the trip a slow one. Arriving in New York city the following Monday, they will take a boat for home the same evening. A proper reception will be afforded them upon their arrival there in which several of the local clubs will take part.

Five Reckless Riders

were arrested here a few nights ago and lodged in the jail over night. They were riding without having their lamps lighted, and the following morning each man was fined a nominal sum, and discharged with a lecture.

The K. C. W. members are certainly a hard set of roadsters. Here are their various mileages up to date, as compiled by Captain Hawley: C. W. Young, 1,678; G. B. Waters, 1,460; E. A. Lewis, 1,349; G. Tonkin, 1,315; D. Morehouse, 1,283; W. E. Bidwell, 1,103; J. K. Young, 1,022; W. N. Stanley, 1,021, and C. M. Murphy, 1,003. The foregoing are the only ones who have ridden 1,000 miles and over since March 1. The total mileage of the club since that date is 43,784 miles.

Everything points to a model race meet on August 30, 31, and September 1, at Asbury Park, N. J., when the "Good Roads tournament" will be held. The advisory committee consists of President Luscomb, Chairman Howard E. Raymond, and Isaac B. Potter. Messrs. W. J. Morgan, and H. L. Saltonstall, of the *American Wheelman*, really the promoters of the meet, but W. Montague Perrett has been given complete charge of the preparatory details. During the recent races at Asbury Park, all the Class B men and their managers promised to attend, in addition to which Johnson, Bliss, Lumsden, Githens, and Porter will surely ride. What a meeting of the champions that will be. The entire proceeds are to be devoted to the work of highway improvements.

What an Old-Time Wheelman says

OF

COLUMBIAS...

THE POPE MFG. CO., Boston, Mass.,

Gentlemen:—I am called upon by reading in the bicycle papers of late that so and so has ridden six months on the — wheel and has not had a puncture, and of another that has ridden from — to —, a distance of — miles, and he came through safely, as something wonderful. Well perhaps it is when we consider the make of the wheel ridden, but how is it with a wheel made upon honor and by a first-class concern? Of this I will give you my experience and I know that it is the same with some others that I know of. Thirteen years ago on the 30th day of May I bought my first wheel, a Harvard Roadster, and for the next three years I had some six different makes of wheels, and was more or less in the repair shops all of the time.

In 1884 I got my first Columbia, an "Expert," which I rode till 1891 and at an outlay for repairs of \$1.25, to which might be added 65 cents for re-nickeling of a few of the parts. For the past three seasons I have ridden a Columbia safety with a single tube tire and so far have not had a puncture and a break of any kind, so that for NINE full years I have ridden a Columbia at an expense of \$1.25 for repairs, and I have thought that there was nothing remarkable about it till I began to read the advertisements above referred to. I weigh 185 pounds and ride on the road with my boy on the front many a mile and the two of us weigh over two hundred. It pays to ride a wheel that is well made and I know of no better one than those made by the Pope Mfg. Co.

Yours truly,

HENRY E. DUCKER.

Mr. Ducker is well known as the original promoter of bicycle racing in America, and his splendidly successful meet at Springfield Mass., a few years ago gave that city and its track their prestige in bicycle affairs.

POPE MFG. CO.

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The Columbia Single Tube Racing Tire

Faultless in quality of material, workmanship, and style of construction, it is the fastest, and at the same time, the most reliable, racing tire in the world.

Columbia Tires Stay in Place and Never Burst

Racing men who do not already use them, should apply to us for terms and prices.

The Fastest
and at
the Same Time
the
Most Reliable
Racing Tire
in
the World.

POPE MFG. CO.

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MAY AMALGAMATE.

Two of Philadelphia's Clubs May Join Forces—Other News From Quakertown.

PHILADELPHIA, July 22.—If everything turns out as is expected Philadelphia in a short while will have one of the largest cycling organizations in the east. There is a plan on foot to amalgamate the West Philadelphia Cyclers and Pennsylvania Bicycle Club, two of the leading local cycling clubs, having a combined membership of between three and five hundred. The former having received the proposition to amalgamate with the Pennsylvania pedal pushers during the past week will hold a meeting on Thursday night to consider the matter, which has heretofore been repeatedly talked against the general sentiment of the club. While there is some demur among the members at giving up their existence as a body, because of the sound financial condition of the organization, still there is an inclination to accept the proposition, because of the special advantages in obtaining a clubhouse second to none in its appointments, and the desire to create one large club in West Philadelphia. Doubtless if West Philadelphia consented to join hands with Pennsylvania they would, with their energetic young blood and enthusiasm,

Infuse New Life into the Older Organization.

and working together in harmony, equal, if not excel, any other club in this city, and possibly the country. There are those among its members, however, who, having worked so earnestly and secured the clear ownership of everything their house contains, feel nothing can compensate them for the name they have won, still there is a tendency toward Pennsylvania's feeling that there should be but one large organization in West Philadelphia, and that the two clubs combined can become a power in the cycling world.

Two appointments upon the racing team of the West Philadelphia Cyclers have been made necessary during the past week, because of the resignation of Anderson and the illness of Rogers. Louis Hill and James Wall have been selected to fill the places.

The time for the distance between this city and Chicago was lowered by J. J. Corwin, a member of the Union Cycle Club, of Chicago, last week, who made the journey from the windy city in eight days and a half; the former record being thirteen days. Corwin arrived in this city on Wednesday, and notwithstanding his long and hard ride he looked in good condition. He made the trip to decide a bet between two members of the Chicago Board of Trade.

The meet of the Tioga Cricket Club, to be held on August 4, is already creating considerable interest in local cycling circles, while applications for entry blanks have been received from many out-of-town points. The prize list is also swelling rapidly, as the local trade and those interested in the sport feel that the Tioga Cricket Club is well worthy of support. The special race recently referred to in these columns has been sanctioned by Chairman Raymond. It will be the last event on the programme, and instead of a "consolation race," as is so frequently run,

It Will be a "Winners' Race."

No one will be eligible to ride in this event except those having won a place in one of the previous events on the programme, and the finest prizes of the day will be offered. While the winners of places in each of the other events will also receive prizes as usual, those will practically be heats for the star event of the day, and the contestants will be urged on by the

thought that in doing so they have a chance to ride in the winners' invitation race.

The Eclipse Wheelmen will decide their one-mile club championship at Tioga track on Saturday, August 18, in connection with the race meet of the Pennsylvania Bicycle Club. The event is creating much interest among the members and conjectures as to the result are being freely made. The entry list includes the best riders of the club, and a closely contested race may be expected.

The committee in charge of the second annual century run of the Time Wheelmen will hold a meeting tomorrow night. Business of much importance concerning the affair will be brought up for discussion. The committee will also issue a descriptive circular to all wheelmen, inviting them to participate. Capt. Harry A. Cain is the chairman of the committee, and

he reports that the prospects of the run are exceedingly good. This run will take place on Labor Day and will be to Wilmington, Del., and return.

A party of the Golden Eagle Wheelmen will leave this city at 5 a. m., this morning, for Bridgeport, Conn., the destination of the club's annual outing trip. They will be gone ten days.

The Newark-Philadelphia Century Run Course

will be used from here to New York. After viewing the points of interest in and around the metropolis, the journey will be resumed, the party being due to arrive at their destination on Tuesday evening. After spending a few days at Bridgeport, the return trip will be made by a different route, taking in points of interest en route.

The race meet of the Pennsylvania Bicycle Club, which is scheduled to be held on the Tioga track on Saturday, August 18, promises to produce some exceptionally fine sport. The events will be full of interest to the general cycling public, as well as the active cyclers of the club. Among the prominent riders who will compete is Sims, the Washington flyer, who holds the Tioga track record of 2:11. Sims is a member of the Pennsylvania club and will make his initial appearance in this city under his club's colors. The club handicap promises to be better this year than ever, inasmuch as it will have as contestants such well-known and old-time racing men as George D. Gideon, of the National Racing Board, Abe Powell, the official handicapper of this district, and Wells. With these riders of "ye olden times," together with the younger members of the club, a close race may be expected, and it is very probable that the above named men will be heard from at the finish.



THE SPALDING TEAM.

E. F. MILLER.

W. B. YOUNG, TRAINER.

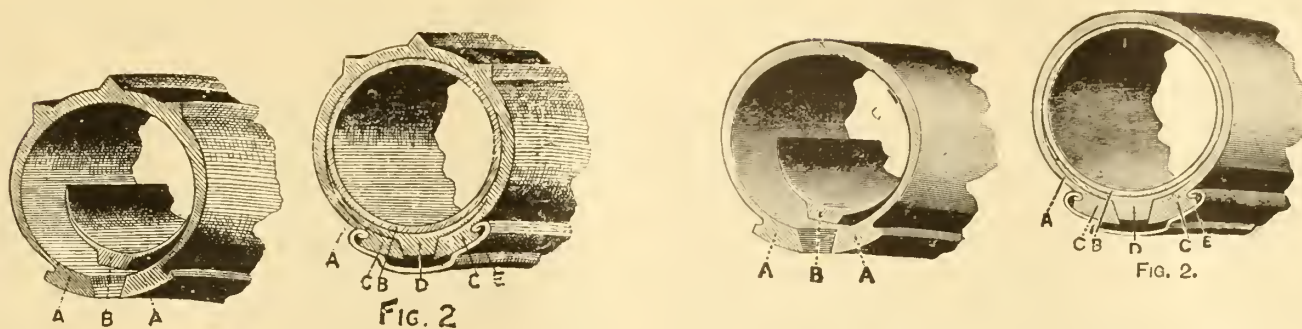
F. J. TITUS.

W. H. WELLS, MANAGER.

W. J. HELFERT.

A "dead game" sport at Cleveland, a man with plenty of the needful, tried hard to buy Jack Napoleon, W. F. Murphy's dog and offered \$700 for him. He would have given more, but wanted Murphy to name his price. "I would look at \$1,000 a good long time, but would never take the money," said Billie as he fondly wrapped his arms around Jack and nestled his head against the dog's broad shoulders. The affection of "Mother" Murphy for his dog is touching. He has owned Jack since puppyhood and that was thirteen years ago. The dog has grown old in his service and stands by "Billie" all the time.

A. B. Goehler, of Buffalo, who recently broke Lumsden's world's competitive record of 12:36%, doing 12:30, is a much wanted man at present. Several team managers are after Goehler, and he will shortly be one of the party of circuit chasers.



The Cyclone Tires

Either CORRUGATED or PLAIN are the Best Mechanically Fastened Clincher Tires on the Market.

Positively the only practical Clincher Pneumatic Tire yet offered, and the only one constructed on a self-locking principle.

WILL NOT CREEP on account of our novel method of locking the shoe and tube to the rim.

CANNOT BE PUNCTURED by the ends of the spokes, as a thick part of the tire lies just over the spokes' ends, protecting the tube.

CANNOT BLOW OFF RIM, as the Keystone Wedge securely locks the flanges of the tire into the clincher hooks of the rims,

EVEN WHEN ENTIRELY DEFLATED, as the weight of machine or rider will cause the wedge to lock the tire. This is not true of any other mechanically fastened tire.

IT IS CONSTRUCTED ON COMMONSENSE PRINCIPLES. For repair work, the Cyclone Tire can be used on G. & J. style of rims. Try them.

Climax and Rex Road Tires

Are the Best Cemented Tires. Perfect Tubes, Perfect Shoes, Perfect Valves.

INNER TUBES pure and warranted at popular prices.

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Trenton, N. J., U. S. A.

Mention The Bearings.

THE PUTNEY TWENTY-FOUR.

Carter Comes Very Near to Shorland's Record—A Creditable Performance on a Small Track.

LONDON, June 14.—The Putney 24-hour after all resulted rather disappointingly, notwithstanding the grand performance achieved by Carter. Last week I stated what had been done up to 4 p. m., 4 hours from the finish. I remarked that if Carter only rode sixty miles in the remaining time he would beat Shorland's record of four hundred and twenty-six miles and odd yards. Carter, unfortunately, was not equal to this task, so much had he taken out of himself earlier in the contest. In the twenty-first hour he covered under fifteen miles, in the next over thirteen, in the twenty-third hour over fourteen, and in the last hour, by a mighty effort, over sixteen. This totaled to fifty-eight miles and he failed to beat Shorland's figures by two miles. However, his total of 423 miles 1,564 yards is a mighty performance for a four and a half lap track, with many hours of rain at the start and a trying cross wind all the afternoon of Saturday. Carter made new records from 102 to 416 miles. From the fifth to the twenty-third hour he was ahead of record. At 346 miles Carter's time was no less than 1:00:42³/₅ inside Shorland's record. Then he fell away until at 416 miles record was beaten by 1:01³/₅ only, and at 418 miles he was behind record by :40³/₅. Of course the finish was tame compared with that of the last Cuca struggle at Herne Hill. F. T. Lickford was second with 385 miles 480 yards to his credit, and A. T. Nixon third with 361 miles 580 yards. Four others also rode to the end. The affair was well managed in all respects and pacers were plentiful for the greater part of the time, but the attendance of the public was decidedly poor, and the spectators were strangely mute and apathetic. The Putney club have not made a profit on the venture.

The North Road 12-hour race on the road last Saturday proved a rather tame affair.

Shorland did not Start

and Bidlake's chance was ruined by tire trouble near the start. W. Ward and E. Busoine, on a tandem safety, won with 195¹/₂ miles to their credit. S. J. Prevost did 193¹/₂ miles on a safety, and W. W. Robertson, on a tricycle, beat the previous record (Holbein's 183¹/₂ miles) by doing 184. Many good men were thrown out of the race owing to punctures, the roads being loose and flinty.

The international team race at Glasgow between England and Scotland, last Saturday, resulted in a victory for the Englishmen by four points—the numbers being England eight and Scotland twelve. For England J. Green, T. Osborn, P. W. Brown, and W. Broadbridge, rode. The last named won the mile scratch race, beating P. W. Brown by inches. The English party, including Dr. Turner and Britten, were very cordially received.

Zimmerman smothered Edwards at Paris last Sunday and, interviewed by the *Bicycling News* correspondent, said: "I am pleased to think that the first time I raced in Paris since turning pro, I have won, but never did I anticipate beating my opponent by so much, because I considered Edwards to be a very dangerous opponent in any race." Edwards seen later by the same writer observed: "As I have always said, Zim is undoubtedly the champion of the world." This was generous of A. C. Edwards. Tomorrow (Sunday) Zimmerman and Barden will race for one and five miles—the latter distance with pacers.

The proprietors of *Sport and Play* are

Announcing Professional Races

at their tournament at Birmingham in August. Two thousand dollars will be put in cash, as much as \$500 going as the prize in a single race. It is thought doubtful whether a good selection of pros will be forthcoming.

On Monday last, at Herne Hill, Arthur Ilsley reduced Stroud's record for the mile on a tricycle from 2:28 to 2:26³/₅. Ilsley expects to lower this further in the near future. On the same evening J. Rowley won the ten-mile tricycle championship of the Stanley C. C.

Shorland has definitely and finally declined to accept a conditional license. The general committee of the Union have definitely decided not to issue a special permit to him for the Cuca cup race only. It is stated however, on the best authority, that the trade licensing committee intend to withdraw all the conditional licenses offered or accepted (only some eighteen in number) and substitute full licenses for them, pending the report of the special committee recently elected to consider the licensing rules.

C. W. HARTUNG.

Stolen, a Fowler.

Our artist is mourning the loss of his wheel, which some unfeeling person abstracted from the hallway of his residence, 2728 Wabash avenue, on the night of July 21. The machine was a '94 Fowler, Model 25, No. 4042. Any information concerning it will be thankfully received by Charles A. Cox, care THE BEARINGS.

Meteors in Chicago.

The Meteor Cycle Co., of Battle Creek, Mich., will open a Chicago branch at 37 Van Buren street, next Monday. C. K. Anderson, late of the Ariel Cycle Co., will be in charge, and will be glad to explain the fine points of the Meteor.

A man who had had his wheel stolen through the cutting of the chain bought a pair of handcuffs and locking chain and sprocket wheel together laughed bicycle thieves to scorn.

LUMSDEN'S RECORD GOES.

A. B. Goehler, the Speedy Buffalonian, Breaks the Chicagoan's Five-Mile Competitive Record by a Good Margin.

JAMESTOWN, N. Y., July 20.—The races of the Y. M. C. A. Cycling Club here this afternoon were a success from the word go, both in attendance, and in the quality of sport furnished. A. B. Goehler was the star attraction, and he distinguished himself by lowering the five-mile American competition record to 12:32, a reduction of 5³/₅ seconds from the previous record of 12:36³/₅, held by A. E. Lumsden, and made at Evansville, Ind., October 5, 1892. The track was accurately measured, so that no question as to the correctness of the time or distance can be raised. The officials were a capable set of men, and application for acceptance of the record has already been made. The oval is not one over which extremely fast time can be made, being a half-mile horse track, poorly banked, and with a rutty surface.

The novice race was a pretty event, the green 'uns being well bunched at the finish. Long markers triumphed in the half-mile handicap. There were about forty starters, and when the scratch men were well up in the bunch they could not work through.



A. B. GOEHLER.

The mile handicap was a pretty race, but was again spoiled by not being run in heats. Twenty-five men occupied the various marks, the limit being 170 yards, with Goehler at scratch. At pistol shot Goehler made a jump at "Texas" Van Boeckman, twenty-five yards in front, but he being too slow, the Buffalo boy dropped him like a hot potato, and started away setting his own pace at a merry clip.

The field was bunched in the rush for the tape on the homestretch, and Goehler, seeing it impossible to cut through, took the extreme outside of the track, going a long mile. He could not get to the front, however, although he lapped the third

man's wheel. A small dog, evidently with the racing instinct well developed within him, started off with the leaders, and while lapped several times kept right on. It is a wonder, however, that the canine did not have his tail cut off at his neck by the flying contestants. The mile Chautauqua County championship was a gift to big "Texas" Van Boeckman and he won as he pleased in a walk.

The Five-Mile

handicap was the prettiest event of the kind run in this section of the state this year. The limit was placed at 50 yards and there were thirty-one men on the various marks. Van Boeckman had a start of 100 yards, but went back to scratch. This caused a ripple of excitement as the big 'un has no license for riding with the wiry Ramblerite. But that wasn't his game, oh, no. He had a friend, out on the limit, 30 yards behind the tape whom he wanted to pace. The referee saw through his game and ruled him off the track. Goehler rode the entire distance alone, and set a furious clip, much after the style of "Billie" Murphy, when the latter was in his palmiest days. He caught the men on the last lap, and starting a half-mile sprint ran away from the bunch, and won by about twenty-five yards.

NEWARK RACES POSTPONED.

There was weeping and gnashing of teeth at Newark, Ohio, Monday and Tuesday. Rain fell all day Monday. A sanction was obtained until Tuesday, the only vacant day in the week. Rain fell all night and until 6 o'clock a. m. Tuesday. The sun came out clear and bright, the ground steamed, and it looked a sure thing that the races would be held. Early visitors to the track reported it soaked with water. Later reports were that it was all right. Some of those who had little to lose and all to gain said, "Let's force 'em to run them off." An inspection of the track by Referee Henry Goodman, and the writer proved to the entire satisfaction of the referee that races could not be held on the track. Oil in plenty was offered early in the day by the Standard Oil Co. for the purpose of burning the moisture out, but the track manager would not allow this, as it would spoil the surface by caking the dirt. Had the men been able to wait until 3 o'clock, the track would have been in shape, but the races had to be started 12 noon to give the men a chance to catch the 5:20 train for Toledo.

The Chicago Races.

Two of Chicago's North Side clubs held five-mile road races last Saturday. That of the Calumet Cycling Club was won by W. G. Ferguson from the 4-minute mark. A. T. Heywood, scratch, won time in 13:01, beating A. L. Leonhardt. The Lake Views' road race was won by L. Jordan in 12:58.

...THEY RODE TO WIN...

and the "Kidlets" won. Gee Rod! but the excitement was intense, when like demons bold they crossed the tape with gaping tongues and flaming eyes, as to their contestants they said their "Good Byes."

THE SYRACUSE		
CHARLES RODE THE SYRACUSE.	KNOWLAND	FRANK RODE THE SYRACUSE.
Built for Use and Victory		

At SYRACUSE, N. Y., on July 9th, in the Y. M. C. A. road race, the KNOWLAND BROTHERS (boys in knee breeches) broke the best ten-mile record ever made over the famous Cicero Plank Road Course.

They Rode the SYRACUSE Wheel.

They are but sixteen years old, and accomplished what all the leading crack road riders in that part of the country have tried, and failed, to do for years.

Manufacturers,
SYRACUSE CYCLE CO.,
SYRACUSE, N. Y., U. S. A.



Western Agents,
A. F. SHAPLEIGH HDW. CO.
ST. LOUIS, MO.

"L'HOMME VOLANT."

"The Flying Man," as the French Call Zimmerman, Disposes of Edwards in an Easy Manner—Wheeler After Medinger's Scalp.

PARIS, July 9.—"This is the first match race I was ever billed for," said Arthur Augustus Zimmerman, as he sat in his dressing-room a few minutes before his match with A. C. Edwards, of England, at Buffalo track yesterday afternoon. "Excepting one I had with 'Kid' Wheeler," he continued, "and I don't count that."

"Shall I go out and try to place a few dollars on the result?" asked THE BEARINGS' correspondent.

"No, I guess you hadn't better bet any money, Bill," replied the star of Jersey, "because, you see, I haven't got the race won yet."

Readers of THE BEARINGS who were not able to be present at the Velodrome-Buffalo yesterday may simply allow their minds to revert to any one of the numerous occasions in America, when "Zimmerman was never pushed," and thus form an accurate conception of how he defeated Edwards. Many people declared that Edwards was too badly frightened to do himself justice, and there was indeed some ground for the assertion, for the Englishman did appear quite nervous and scarcely showed the speed which characterized his riding against Medinger and Louvet. But even had he been entirely up to his own mark, as he himself admits, he would not have been "in the hunt" with Zimmerman, for the latter displayed

The Old-Time Sprinting Power

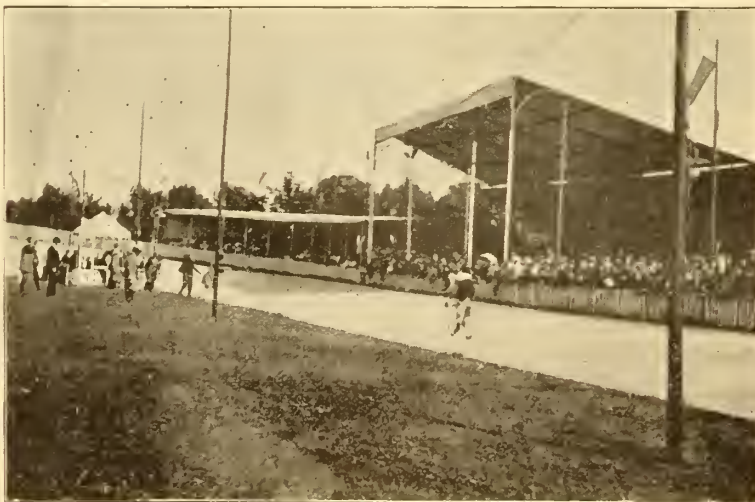
which has been his fortune for so long a period. In both the races Zimmerman got completely away from Edwards and left him in the going. Edwards could neither hang on in the sprint nor maintain the distance that separated him from the flying Zim.

The inclosure at Buffalo was well crowded with double-price patrons, there being probably six thousand people present. The prices of admission ranged from 40 cents to \$18, and the attendance quite upheld the reputation Zimmerman is supposed to carry as a drawing card. The boxes along the portion of the track near the finish were well filled by the fashionables who were anxious to see Zim's first race in Paris as a professional. A prominent location was tenanted by some Americans, who made no effort to restrain their patriotism. Very few of the spectators, perhaps, fully understood "Hurrah for Jersey!"

The match was the best two races out of three, and as Zimmerman won the first and second the third was waived. The first contest was for one kilometer, which required three laps of the track. Edwards started away in the lead, making the pace as slow as suited his fancy, and Zim followed with "that beautifully serene look in his countenance." The distance only permitting

Two Laps of Loating.

there was no time for the race becoming monotonous. At the judges' stand, just entering upon the final lap, the two men started to sprint together, but the American had almost a length the best of it before completing the first turn, notwithstanding that he was on the outside. Entering the backstretch



Zimmerman defeating Edwards.

Zimmerman put his head and long neck forward and set his long legs going at a merry rate. Edwards tried to hitch to his rear wheel, but he couldn't make the connection and by the time he entered the last turn Zimmerman was three or four lengths ahead. At the rate Zim was going it was clear that, unless Edwards developed a sprint so much better than he was ever seen to do, that it would have been marvelous, he would be "too far back to get in the picture." "Jersey" came around the bend like a B. & O. train and, without looking either behind or to one side, pedaled for the tape for all he was worth. Edwards gamely followed, but he came in late and Zim was winner by four or five lengths.

The people shouted "Bravo Zeemmy!" as he passed to his dressing-room. When Frenchmen win they generally ride around another lap after the final so the public can know at once who has crossed the tape first. (Medinger never fails to do this, more to show himself evidently than to accommodate the public.) Zimmerman, however, went right to his quarters.

The race was run in 2:00 $\frac{1}{2}$ —not fast time at all—but the final lap was covered in :23 $\frac{1}{2}$, which was

One-fifth Under the Track Record.

The way Zim went around the turns was worth seeing. Thus ended race No. 1.

"I guess you're too rapid for me," said Edwards to Zimmerman, as they went to their adjoining dressing-rooms. Zim's reply and comments were not in excess of his usual modesty and brevity. They shook hands, called each other "Arthur," and went to take a rest and a rub-down in preparation for the next trial. After the heats of another race had been disposed of, the bell rang for the second contest—this time for two kilometers (one and a



The Brussels track.

quarter miles). Zimmerman and Edwards walked across the green together and took their places. Zim had the pole this time, and as Troy pushed him off at the pistol shot he started away leisurely in the lead. Five laps were ridden apathetically, and the racing was all done in the sixth.

Neither contestant made a start until well past the bell, but turning into the backstretch

Zimmerman Put on Steam

and began pulling away from Edwards at a rapid rate. Two lengths or more separated them as they entered the turn, and coming into the home-stretch the race was procession-like, Zimmerman keeping safely in front, and Edwards apparently realizing that it would be of no use to exert any more strength. The first of the three match races for which Zimmerman's contract calls was done for. America was on top, and the management of the Buffalo was pleased with the result. It was said by the Edwards' admirers that after the first race their man had greater odds than ever to fight against, and that he entered the second race practically beaten before the start. The time for the second race was 3:48 $\frac{1}{2}$, the last lap being ridden in :26 $\frac{1}{2}$.

Now that Zimmerman has won a race in Paris, and won almost with ridiculous ease, the Parisians are thinking more of him than while he was getting threshed in Italy and Belgium. He is to-day called *L'Homme Volant* (the flying man), and he is quite restored to his proper position in general esteem. Little or no money changed hands on the result, even the thrifty W. B. Troy preferring not to risk his money when he was not sure of Zimmerman's condition.

It Was a Day for America.

Inspired by the fine showing of his illustrious companion, Harry Wheeler came out and won a one-kilometer race from Louvet, Leneuf, and others, by several long lengths. His sprint was remarkable, and he got away from the second man by the margin named in less than a hundred yards. The "Kid" won grandly, and merited all the praise he fell heir to. Crooks was depended upon to make the afternoon a clean sweep for America, but he couldn't beat Leneuf in the three-kilometer event.

Zimmerman's Defeat at Brussels

precipitated another deluge of printer's ink, and there could not have been many "cap Zs" lying idle in the case, so often did Zim's name appear in the columns of the daily cycle journals for two or three days after the race which Houben won. Naturally enough, with the reputation that he bears for being able to sweep nearly everything before him when he chooses to do so, Zim gets the name from many mouths of having allowed Houben to win so that he could secure good conditions in a match. The average Frenchman can not be made to believe beyond a question that Zim might possibly meet his match in just such a sprinter as Houben is, and they will not allow the contingency that Zim might be very good one day and not very good another day—a weakness to which all racing men must be susceptible.

A certain portion of the reading and observant cycling public declares: "Oh, Troy, Baduel, and Zim are on the make, and they don't care a rap for true sport; it's the money they're after." The impression that Zim left behind at Brussels was that his "loose and lanky" manner was the index of his feelings in the matter, and that he didn't care whether he won or lost. (The Belgians have not known the "Skeeter" quite long enough to be able to put just the right interpretation on that paradoxically indifferent style which

Zim affects when not astride his machine.) Therefore, although he didn't get to the front, Harry Wheeler made perhaps a

Better Impression Upon the People

in "little Paris" than did the champion. Harry's admirable attitude awheel and his methodical pedaling was much admired.

Will the game in Paris last after the present season? That is the question. The presence of Zimmerman will keep the tension high enough during this summer, but it is thought by many close observers that next year will find the patronage "too dead to skin." The cycle dealers, of course, deny that any such prospect hovers about, and they have every confidence that Paris will continue for several years to lead all cities in cycling, as she is doing at the present time.

The sparring between Medinger and Wheeler continues. They are after each other's scalp in approved style, and at present the Frenchman has a shade the best of the count. At Brussels Medinger finished ahead of Wheeler, much to the latter's chagrin, for Wheeler likes Medinger about as sparingly as would be possible, and Medinger has the same esteem of Wheeler. At the night fete at Buffalo, July 5, Medinger and Wheeler had a hot fight for the finish of the two-kilometer event, and, although Wheeler declares upon bibles that he

Beat Medinger by Half a Wheel

the judges gave the decision against him. Wheeler was very mad, and declared he would never ride on the Buffalo track again.

Although the judges may be credited with having reluctantly disqualified Medinger when he richly deserved punishment for having fouled Wheeler, it may be put down as a strange coincidence that whenever Medinger figures in a close finish he gets the decision in his favor. It is asserted that the judges are all "very warm friends" of Medinger, who is in the bicycle business and always is very generous. After Medinger learned that he had won the race referred to (he did not at first think he had) he came to the dressing-rooms saying, "That makes two times," while Wheeler had to console himself with deep-voiced curses. Wheeler has challenged Medinger for a match race, and their respective merits will probably come to light.

During the same evening Maurice Farman won a fifty-kilometer, (thirty-one miles) race in 1:12:40 $\frac{1}{2}$, which

Beats Dubois' Record

of 1:13:44 $\frac{3}{4}$. The tandems ground out the pace at 2:15, 2:16, and 2:17 to the mile during a portion of the performance, and nobody but Farman and Dubois could hang on after about half the distance had been negotiated.

Finally Dubois "cracked" and Farman had the race to himself. A big field got away at the start, and in the number was "Aus" Crooks, who thought he was feeling good enough to go fifty kilometers with the best ones. The vanguard got away from him, however, and he gave up. Martin and Starbuck did some very good pacing on the tandem.

Barden, who has been "cracked up" very high of late, and who is to beat (?) Zimmerman in a coming match, was run off his legs. During the race he shouted that his tire was going down, but upon dismounting and finding his tire intact he was in considerable doubt as to whether it was his saddle, his tires, or himself that went wrong. James abandoned the contest early and in his rich Welsh candor admitted that they

Went Too Fast for Him.

Medinger also started but the pace killed him. Crooks won a five-kilometer race, with heats, in 7:49 $\frac{1}{2}$.

The records beaten by Farman and Dubois in the fifty-kilometer race were as follows:

KILS.	MILES.	TIME.	NAME.	KILS.	MILES.	TIME.	NAME.
21	13	30:03 $\frac{3}{4}$	Dubois	36	-----	51:26 $\frac{4}{5}$	Dubois
22	-----	31:30 $\frac{1}{2}$	Dubois	37	-----	52:57 $\frac{2}{5}$	Dubois
23	-----	32:53 $\frac{4}{5}$	Dubois	38	-----	54:26 $\frac{2}{5}$	Dubois
24	-----	34:16 $\frac{4}{5}$	Dubois	39	-----	55:53 $\frac{4}{5}$	Dubois
25	15 $\frac{1}{2}$	35:43 $\frac{2}{5}$	Dubois	40	24 8-10	57:14 $\frac{3}{5}$	Dubois
26	-----	37:07 $\frac{4}{5}$	Dubois	41	-----	58:51	Farman
27	-----	38:34 $\frac{2}{5}$	Dubois	42	-----	1:00:16 $\frac{3}{5}$	Farman
28	-----	40:00 $\frac{4}{5}$	Dubois	43	-----	1:01:53 $\frac{2}{5}$	Dubois
29	-----	41:28 $\frac{2}{5}$	Dubois	44	-----	1:03:22	Dubois
30	18 6-10	42:56	Dubois	45	-----	1:04:53 $\frac{1}{5}$	Dubois
31	-----	44:21 $\frac{3}{5}$	Dubois	46	-----	1:06:28 $\frac{3}{5}$	Dubois
32	-----	45:43 $\frac{4}{5}$	Dubois	47	-----	1:08:04 $\frac{3}{5}$	Dubois
33	-----	47:07 $\frac{4}{5}$	Dubois	48	-----	1:09:34	Dubois
34	-----	48:32 $\frac{2}{5}$	Dubois	49	-----	1:11:05	Dubois
35	-----	49:58	Dubois	50	31	1:12:40 $\frac{1}{2}$	Farman

In the hour by Farman, 41 kilometers 813 (26 miles). (Record by Meintjes, 26 miles 107 yards.)

Medinger telegraphed from out-of-town his desire to ride a match with the winner of the Zimmerman-Edwards match. Troy announces that when Mr. Medinger comes up smiling and deposits 10,000 francs where it can be seen, he will accommodate him.

John Dark Secret Backus was so elated over the success of his old master that he "celebrated." "Think of John Backus pouring champagne!" said he. "Oh lalla, my friends in America should know of it."

The reports from Italy say that Linton ran fifth in a race which Alaimo won. (It was Alaimo who tried unfair tactics with Zimmerman.) The particulars have not yet been received from Choppy Warburton, but he will have a plausible explanation, if such a thing is possible.

Houben, who defeated Zimmerman at Brussels, has been very seriously injured by a fall sustained while training.

Fournier is in active training, and he is expected to carry French colors against Zimmerman.

J. M. ERWIN.

AT ASBURY PARK.

Some of the Jokes and Pranks of the Racing Men on Their Famous Vacation—An Enjoyable Time.

NEW YORK, July 23.—The story of the racing men's vacation at Asbury Park last week is worth a short recital. As is generally known, the crack-a-jacks of both classes were there, and the fun and practical jokes were as thick as the ladybugs on the beach. The idea of a short lay-off for the riders was originally thought of by F. Ed Spooner, whose aunt is mistress of one of the most homelike boarding-houses in Ocean Grove. Early on Monday, July 9, the men began to arrive, and the stream kept on until the following well-known racing men were located at the celebrated watering-place: There was the Columbia team, composed of Asa Windle, W. E. Green, Raymond MacDonald, W. J. Edwards, E. C. Bald, and M. L. Bridgeman; the Spalding team, W. H. Wells, W. B. Young, F. J. Titus, W. J. Helfert, E. F. Miller, and J. J. Mudford; the Sterling team, C. W. Dickerson, E. C. Bode, A. D. Kennedy, W. W. Taxis, and C. R. Culver; the Union team, Ed Dumbleton, Trainer Webb, W. C. Sanger, and H. C. Tyler; then there were H. R. Steenson, Geo. C. Smith, E. L. Blauvelt, Monte Scott, G. Fred Royce, Charlie Brown, I. A. Silvie, A. W. Warren, C. M. Murphy and wife, W. F. Murphy, Jack Grey, and the mascot dog, "Jack Napoleon," F. E. Doup, Harry Leeming, Fred Graves, George Taylor, and Watson Coleman, composing



Racing men at Asbury Park.

the Victor team; Ray Dawson and his popular father, E. B. Dawson, Geo. W. Coffin, W. M. Perrett, Dixie Hines, Dan Smith, F. Ed Spooner and wife, Spooner's mother, Spooner's son, and Spooner's two sisters, one of whom is single, but both of whom are decided favorites among the wheelmen.

Of course, all of the foregoing persons were not stopping at the same hotel, but two-thirds of them were, and a jolly party they made. In addition to the above, these well-known cyclists and members of the trade came down for a day or so and helped lend Asbury Park and Ocean Grove a distinctively wheeling air: A. G. and J. Walter Spalding, Elliott Burris, L. C. Boardman, Joe McDermott, "Papa" Zimmerman, F. P. Prial, Howard E. Raymond, Fred Hawley, President Jas. L. Miller, of the R. Ws., Ed Powers, Carl Robinson, Charles Brown, R. W. and W. H. Weeks, were there. There were others, of whom Dan Canary must not be forgotten; neither must Joe Goodman and his brother, not to speak of all the N. J., L. A. W., division officers.

It was a grand gathering of wheeling notables, and after dinner each day, when that crowd, with a few exceptions, would stroll down the board walk, for which Asbury Park is noted, the rest of the population might as well have been dead. Every one knows that Asbury Park and Ocean Grove are strictly temperance towns, and there is absolutely no place within the limits of these towns where an intoxicating drink may be had—if you don't know the ropes. Of course when "Billy" Young and Asa Windle heard that the place was dry, they immediately left camp and began an earnest hunt for liquid refreshments. It took a few hours to locate the proper place, and when the two scouts returned from their investigating tour and told of their good fortune (?) there was

Great Rejoicing Among the Managers.

and trainers (and incidentally among the newspaper scribes, of whom there were but two in the party). It is a well-known fact that F. Ed Spooner never partakes of anything stronger than lemonade, but he has fallen in other things—he smokes cigarettes. The familiar face of "on the spot" with an unlighted cigar in the corner of his mouth, has faded from view.

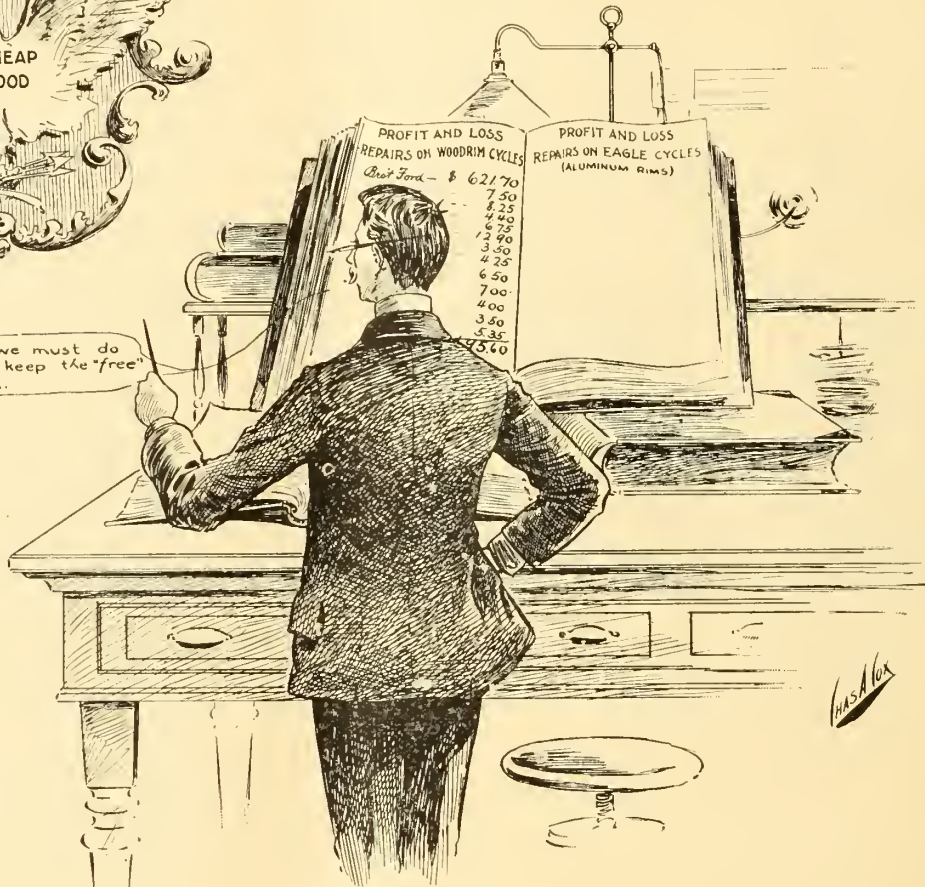
The girls of Asbury Park!

Each unmarried man set out on the first day to see what he could find. The agreement was that each should show the others their respective "catches," and then a vote should be taken as to who

There's only one way to do it—
Sell nothing but EAGLES. The
EAGLE CO. are not afraid to
spend money on their wheels.
Why they put \$5.00 more a pair
on the rims alone.
Aluminum rims are "the stuff."



Say Frank, we must do
something to keep the "free"
repairs down.



Lu-Mi-Mum.

"COCK OF THE WALK."

Send for

"CATALOG"
"ENTIRELY NEW SCHEME."
"SECOND BROADSIDE."

All interesting.

St. Louis Refrigerator & Wooden Gutter Co.,
St. Louis, Mo.

was the queen. In twenty-four hours each unmarried man was well fixed with good, bad, and indifferent looking girls, ranging in years from a quarter-mile dash, won by Ray MacDonald, to a century run, of which Billy Young was promoter. The happy medium, however, was about nineteen years, and of these the unanimously elected charmer was named "Addie;" she hails from the south, and is endowed with all the "bewitching smiles," "ravishing glances," "Venus-like form," "heavenly face," "dreamy eyes," "Grecian features," "alabaster skin," "ruby lips," "rippling laughter," "musical voice," "dainty gowns," and "haughty glances," that we read about in the novels. Best of all she is a wheelwoman, and fairly worships racing men. Ask any one of the boys who were there the name of the lucky finder of this jewel, and he will tell you, but for obvious reasons his name shall not appear in print right here. The table at which most of the racing men sat in the dining-room will be an everlasting nightmare to those not quick enough to "grab," and hold on. There was but one waiter to attend the

Ravenous Appetites of This Hungry Horde,

and for once no one objected to setting the pace. Probably Young, Bald, Kennedy, and Bode were responsible for the miniature riots, which were of daily occurrence at this table. Sixty-five gallons of milk were disposed of each day, and the manner in which the bread, pie, berries, roasts, and vegetables disappeared prompted Young to label Bald, Mudford, Kennedy, and Helfert "the swine." When the dinner bell was heard it was laughable to stand across the street and watch the rush for the dining-hall. From one to eight men could be seen crawling and jumping out of the various windows, from the attic down. The majority of them came from whichever room a game of hearts or poker was being played.

A Favorite Pastime for the Boys was to lay for the waiter (Backus' half brother) who persisted in ringing the big dinner bell at 6 a. m. to arouse the sleepers. His route was around the verandas of the three cottages, adjoining each other, and by the time the circuit had been completed it would be time for the second heat, calling the men to breakfast. About the third morning, by common consent, the occupants of each room awaited the coming of Eddie with a huge pitcher of wash water in their clutches. The first window the bell ringer stopped beneath happened to be the one in the room of Titus, Miller, Helfert, and Wells. Miller was waiting for him, and down went the pitcher, water, and all. That coon jumped as if he had been stabbed and, starting on a dead run around the house, he was greeted with more and more water as he passed under each of the other windows. It was great fun for all hands, but when they found it would be impossible to get any more water to wash with, the laugh was the other way. Every one ate breakfast that morning without the luxury of a bath.

One thing that created general attention around the town was the fact that a piece of bright blue ribbon ornamented the buttonhole of each man's coat who belonged to the party. The explanation follows: In order that certain ones could be fed as kings, treated like monarchs, and respected as czars, it behooved those "certain ones" to organize a secret association much after the plan of the Rope Club, of Chicago, last year. A secret session was called by a select few, and the following officials were elected to rule the "Stuffed Club." Billy Young was made "chief owner of the island" (there was no island there, but that made no difference). Eddie Bald was appointed, or that is he appointed himself, "2' owner of the island"; Kennedy was made "3' owner;" Asa Windle, "king-pin;" Eddie Miller, "official kodak snapper;" Taxis, "chancellor of the sea;" "Bundles" Dumbleton, "high lord of the exchequer;" Titus, "chief cohorter;" Bode, "piano mover;" Sanger, "keeper of the swine;" Tyler, "ladies' appraiser," and others were bestowed with equally as nonsensical cognomens. Each member had a title, but at first there were a number who were "not" members. The initiation programme consisted of a ducking in the surf, the victim being tied in his sheet, dragged from his bed, and thrown bodily into the sea. When he succeeded in crawling out, the perpetrators stood around in

a semi-circle, and shouted "For he's a jolly good fellow." Mr. New Member was then given a blue ribbon, and pasted with BEARINGS stickers, one over each eye, after which he was declared "part owner of the island." If he was ever caught without his blue ribbon on, it made no difference whether or not he was robed in his best, in he went. When an island owner was found minus the emblem, the cry was, "In he goes,"

"In He Goes,"

and twelve times out of every dozen, the cry was answered, and clothes, hat, shoes, and all, the "bad" member was given a reminder of what it meant to disobey the orders of Chief-Owner Young.

"Billie" Murphy and his dog "Jack" were thrown in one night at 12 o'clock. "Billie" was dressed in a full suit of white flannel, while the dog was regularly attired in hat, glasses, pipe, and blanket. When Murphy came to his senses again, he feebly remonstrated against the actions of the "owners," but found some consolation in the knowledge that the dog—"his old comrade, was there by his side." "Jack" lost his pipe in the shuffle, not to speak of swallowing a quart or more of salt water, but it was all right because—well, because Chief-Owner Young and King-Pin Windle said it was.

The day on which all the racing men wore their bright-colored racing suits into the surf will long be remembered by the sedate natives of Asbury Park. Murphy in bright orange, Bode in loud blue, Titus in green and yellow, Helfert in blue and black, Miller in white and red stripes, Young in bright red, Windle in pink, Doup in maroon and white, Bald in lavender and Kennedy in black and red, created a gay sight, running, jumping, and plunging into the breakers. To relate all the

Laughable Events

of the stay in Asbury Park, would call for a volume, but the reading would be interesting, nevertheless, among those who participated in the grandest vacation ever enjoyed. Enough praise can not be given Mrs. C. R. Priest, at whose house the boys stayed, and who acted more like a mother than anything else. Whatever mischief was being played she quietly smiled, but said nothing. Possibly she knew that to try and stop them would be too much like attempting to dam Niagara Falls. One night when all the "owners," the "slaves," and the "swine," were sitting quietly on one of the verandas, with no thought of war, Asa Windle slipped away and up stairs to Kennedy's room, where the popular Columbia manager carried all of Ken's wearing apparel and papers to the edge of the roof, and with a yell they were thrown broadcast to the winds, which caught them and wafted them here, there, and down the street. Every one laughed at first, for they knew that a good joke had been played on some one, but when Kennedy learned that they belonged to him the change of expression which came over his face was a study to watch. Ken did not laugh then, nor did he until he had overturned a tub-

full of water on Asa later in the day, when another laugh was sent up, which fairly shook the house, even Kennedy laughed then, but Asa did not.

This kind of life was continued with variations for one full week, and it is safe to say the crowd never before had so swell a time. After the farewells had been said, the parting words tenderly whispered to each one's girl, the howling at each other from cab to cab, en route to the depot, and the come agains said, the train carried this rollicking, light-hearted party of strong, healthy men away, away, far away from the pretty little town by the ocean, and the dainty charmers at Asbury Park.

"Pye" Bliss is very well satisfied with his records, especially so, as his mile standing is below the mile Class A, flying start. But Pye cares little or nothing about his records. Manager Atkins declares his forces are so well marshaled that the present records can be greatly reduced on another trial. "And we are ready," said Mr. Atkins, "to go for any records any one else may make breaking ours. We will hold these records at the season's close, no matter at what figure they may be placed by others. Pye can ride two single miles within the hour and both lower than the present records."



G. FRED ROYCE, HOLDER OF THE WORLD'S QUARTER-MILE COMPETITION RECORD.

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. I.

CHICAGO, JULY 27, 1894.

No. 21.

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THE HILL CYCLE MFG. CO.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

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Model 25—Road Wheel, \$135; Palmer tires and wood rims
Model 27—Road Wheel, \$128; M. & W. tires and wood rims
Model 29—Road Wheel, \$125; M. & W. tires and steel rims
Model 30—Ladies' Wheel, \$125.

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to THE FOWLER TRUTH,
142-148 W. Washington St., Chicago.

ILLUSTRATOR, CHARLES A. COX.
EDITOR, FRANK T. FOWLER.

OUR VICTORIES.

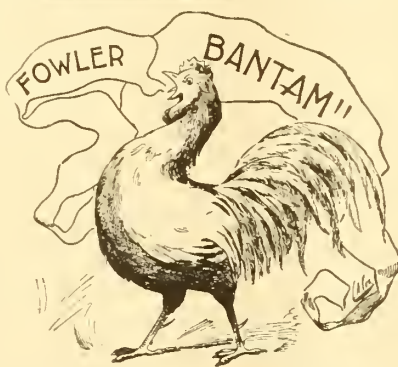
A good deal of our space last week was devoted to telling of our many victories on the Fourth and the two days preceding it. We couldn't help it any more than we can help in again referring to it. No other wheel made can equal our record. One hundred and thirty-one prizes is something to be proud of, and we are sure that our readers will excuse us if we let the Fowler Bantam crow two or three times. Such a victory is not gained every day. Another thing to be proud of is the fact that all of these wins are to the credit of pure amateurs. Not one of them was paid for by us. If we had to pay for them it would have cost us \$2,620, which we are not spending on "soiled doves." Hear the rooster crow!

STATE CHAMPIONSHIPS.

The Fowler now has to its credit six state championships, and it didn't cost us a cent either. The Class B makers are so anxious to secure these plums that they are more than willing to pay the usual \$20 per win. Besides these we gathered in three county championships, one state record, and one coast record. Another chance for the rooster to crow!

THE FOWLER TRUTH.

Some competing manufacturers say it is a bragger. We rise to remark to those manufacturers that when they have accomplished what we have they will have the same right to feel a "little good." They will then realize how good we feel when we hear the cry on every side, "As good as the Fowler."



MORE WINS.

Last Week We Were not Able to Print
all that the Fowler Did on
the Fourth.

We Now Give a Few More For Our Competitors to
Think Over—All Won by Amateurs.

Minneapolis, Minn.

Seventeen-mile Minnesota, Lake Minnetonka, road race—first place.

Mason City, Ia.

1 first, 1 second.

Rockford, Ill.

5 firsts, 3 seconds, 2 thirds, 2 fourths.

Delavan, Wis.

1 first, 2 seconds.

Marinette, Wis.

2 firsts.

Winchester, Ky.

5 firsts, 1 second, 1 third.

Cortland, N. Y.

1 first, 2 seconds, 3 thirds.

Plainfield, N. J.

1 first.

Belvidere, Ill.

4 firsts, 1 second.

Oneonta, N. Y.

5 firsts, 2 seconds, 2 thirds.

Orlando, Fla.

4 firsts, South Florida championship.

Dover, Del.

3 firsts, 2 seconds, 2 thirds (only four events). Half-mile state championship.

Philadelphia, Pa.

1 second, 1 third.

CLIMBING HILLS.

We notice that some makers are claiming everything for their wheels as

hill climbers, and stating that no other wheel can approach theirs in that line. We would like to tell these makers that the Fowler is no slouch at hill climbing either. In Cincinnati there is—or rather was—a hill that could not be climbed on a bicycle. On the Fourth, at the Ohio division meet, there was a hill-climbing contest. One man with a special gear for hill climbing started to climb this hill. When he had gotten under way, O. W. Neiswonger, on a regular Fowler started after him, caught him, and beat him out easily. That shows how Fowlers climb hills.

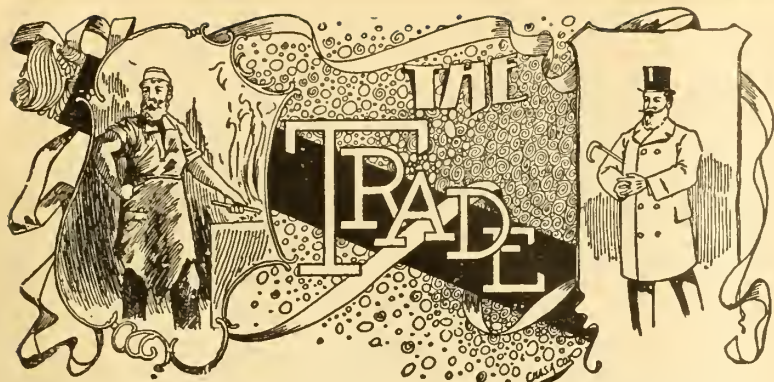
100 MILE BICYCLE RECORD.

Yesterday L. H. Pyle rode from this city to Philadelphia, via West Chester and Paoli in seven hours from start to finish, or six and one-half hours actual riding time, as half an hour stop was made at West Chester on the return trip. This is by far the fastest time ever made over this course. Mr. Pyle rode a 22½ lb. Fowler Bantam.

—Wilmington (Del.) Morning News, June 11.

FAMILIAR FACES.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

MICHIGAN TRADE.

Two months and a half in Michigan should be enough to convince a new traveling man that there is more to that state than was ever imagined. More trees, more water, more dead towns, and more bicycle enthusiasm than I ever imagined could be crowded into an area of the size laid out on the map.

Michigan is a queer state on the bicycle question, all phases and conditions of the trade and sport being found. In the southern section cheap wheels, cheap prices, and bad roads abound. In the middle section, better wheels, better prices, and better roads, while in the north and extreme north of the lower peninsula, the roads are mostly vile, business worse, and the cheapest of grades abound, although in several places high-grade bicycles are positively on the boom.

All along the southern tier of counties I found a most woeful state of affairs. Niles, Three Rivers, Adrian, and Sturgis were in a state of financial collapse, and '94 high grades went begging at almost any prices. Last year was a good year in these places, and it seemed as if no new riders had come to the front this season. What business had been done was in cheap grades. Coldwater and Hillsdale were in the throes of a dealers' war, and

Price Cutting and Slashing Was Something Fearful.

In Coldwater the inevitable result has already followed, and the younger and weaker of the firms and instigators of the price cutting has already gone under. N. L. Nettleton, who handles Ramblers, Sterlings, Clippers, and Victors, is now doing the business of the town, while the Chandler Hardware Co. moves along conservatively with Ariels and Western Wheel Works.

Jackson has had a very fair season and none of the dealers are complaining. Columbias and Ramblers seem to go well there and the Parkhill Cycle Co. are doing a good business on Wintons, Raleighs and Derbys.

Marshall is owned body and soul by the Royal Cycle Works and the sleepy old town is fairly overrun with this company's excellent wheel. Albion also is a good stamping ground for them, although Columbias, Wintons, Sterlings and Ramblers sell well there.

Battle Creek is noted as the best bicycle town in Michigan for its size and one has to step lively on its streets to keep out of the way of the flying wheels. Almost every wheel is represented here and a big business has been done, prices being well maintained. Agencies abound on every corner and barber shops, groceries, furniture stores and fruit stands all have their agency signs displayed and a sample wheel handy. Battle Creek is rated a Columbia town, why, no one but Adams seems to know. But of course every one in the state knows Adams, the Columbia man at Battle Creek, and his word goes. The Hall-Jones Cycle Co. are also doing a big business and have a very large line of wheels, possibly pushing Stearns and Wintons. Burt, Moody & Evans pin their faith to the Sterling alone and are doing well. Fred Howes is putting out a big raft of ladies' Kenwoods, Ramblers, Victors, Unions, and Fowlers also have a good sale and are much in evidence on the streets. The Meteor Cycle Co., which has lately started up, is putting out a very presentable wheel and making a great bid for local patronage.

Business in Kalamazoo seems to be divided between the Kalamazoo Cycle Co. with Stearns and Columbias, and J. K. Evers & Co. with the Phoenix, Sterling, Kenwood and Eagle. The entire riding community is crazy on the light-wheel question and seventeen-pound Mungers, eighteen-pound Stearns and twenty-pound Sterlings chase each other merrily over the good pavements. Several accidents however of late have rather dampened the ardor for featherweights. Wintons, Ramblers and Raleighs also have quite a pull in the town.

From Kalamazoo I struck

Three Dead Towns in a Bunch.

Hastings, Charlotte, and Eaton Rapids. The former, probably the genuine birthplace of Rip Van Winkle. The Columbia agent there, a druggist, is chasing around on a '92 solid tire, the last high grade of any kind that had come to town. Charlotte and Eaton Rapids are not much better, although at the former place Roy McPeck, Columbia agent, has done a little business, and at Eaton Rapids, H. L. Boice has opened a boom on Sterlings.

Lansing is all cut up, and what was once a good bicycle town is in the throes of a cut-rate war. Will Evans, the rider, has been pushing Raleighs with a vengeance, and all the rest of the dealers are kicking hard. They are selling wheels—giving them away would be nearer it.

Over at Owosso the Stever boys have started quite a little boom in the town with Eagles and Waverleys, and have booked a race meet for August 3. The Michigan Sewing Machine & Organ Co. are doing a quiet business with a big line of high grades.

Flint is a farmer's town, and all the business in on cheap grades. The Detroit Cycle Co. appears to be doing it all with a Grand Rapids wheel branded "the Flint." Of high grades they are selling a few Ramblers.

At Copac D. E. Bottomley has just taken the Sterling agency. This little town is just starting to boom, and few high grades are seen there as yet.

Down at the mouth of the great St. Clair tunnel, Port Huron, high grades were enjoying a great boom, and in anticipation of the state meet every one was investing in wheels; not cheap wheels, but as high grade as the market afforded. Geo. E. Yokom & Co. are doing the business of the town on Ramblers and Sterlings, and have had a wonderfully good business. They also handle Raleighs, Victors, and Waverleys. R. S. Patterson & Co. have the Columbia line, and I have done a very fair business, while Beard, Goadwillie & Co., the big carriage dealers, have confined their efforts to Stearns and Imperials. These three dealers do all the business of the town. It is possibly owing to the lack of half a hundred sidewalk agencies that business has been so good and high grades so much in the the majority.

Saginaw, a city of three times the size of Port Huron, has had quite a different experience this season and the

Dealers Are all Complaining.

Every rider in the town seems to have an agency and business is demoralized, no particular wheel selling very well.

Up at Bay City, the situation is again different and business is very good. A. L. Baker has the largest business, and has sold a number of wheels this season, making a leader of the National, a wheel made in Bay City. He also handles the Columbia line, Phoenix, Victor, Kenwood, Union, Crescent, Hickory, etc. Fenner & Watrous push Ramblers exclusively and have had a remarkably good season. W. J. Dugie & Co. handle only the Sterling and Waverley. They are hustlers of the first water and have had quite a boom on Sterlings. A hardware store is pushing Fowlers and making a good showing, while the Stearns is handled by Carpenter, the Bay City crack.

Grand Rapids has had a big business this season and Studley & Barclay, the largest dealers there, have had all the business they can attend to. The Winton has been their leading wheel, and their sales on it throughout the state have been immense. On the Cleveland they also have large territory and have done a good business. Sterlings, Victors, and Fowlers they handle locally along with a big line of medium and cheap grades. They were very enthusiastic about the year's outlook and claim to have sold more wheels than ever before. Perkins & Richmond are pushing the Rambler and doing a big business on it. They are also local agents for the Clipper, Raleigh, Munger, etc., and did not complain about trade.

Muskegon, the home of "Whiskey" Brown, is dead to the world this season. Jacob Jesson & Co. have had a few Sterlings, possibly the only '94 high grades in the place.

Ludington is not much better. Huston & Co. have a big line of wheels, but are selling only cheap ones. F. W. Andrews & Co. handle Monarchs, and H. H. Bisbee, local consul, is confining his efforts to Sterlings with gratifying results. A local rider has placed several Raleighs and given that wheel quite a boom.

Ludington Is all Right

on the wheel question, but the financial depression appears to have struck it rather hard this season.

Manistee is in much the same boat, possibly a shade worse. Victors seem to have the lead there, while there is a good proportion of Ramblers, Raleighs, Columbias, and Sterlings. Hauselman, the druggist, has confined himself entirely to Western Wheel Works this season, and has disposed of a large number.

Cheboygan is the next town, but I found it considerably worse than Muskegon. Clevelands and Victors had the call last season, but in a day's careful search I could not find a '94 wheel, either high, medium, or cheap grade. Bad times, no cash, and less enthusiasm were the causes.

Cadillac, Kalkoska, and Big Rapids are also good places for a salesman with a high-grade wheel to steer clear of. What little business there is, is on the cheapest of grades.

Traverse City has a little wheel boom on, but the old complaint of too many sidewalk agencies crops up again here. Cycling is, however, rather new, and another season should see a good business in this beautiful town.

Alpena is a thriving town, and high-grade business remarkably good. With only one way in or out by rail, and two steamboat lines, several hundred miles from almost anywhere, Alpena is really in a world of its own, and outside difficulties and trade depressions do not seem to touch it.

Ramblers, Columbias, Raleighs, Sterlings, and Victors are also going well. The prospects for a big year among the dealers is very encouraging. A race meet is booked for September.

HILLARY.

GOOD BUSINESS IN NEW YORK.

NEW YORK, July 28.—The opening in Brooklyn of the Wilson-Myers Co., at 1217-19-21 Bedford avenue, near Fulton street, was one of the best moves this company ever made. Since the beginning of its career, about March 1, over five hundred machines have been sold, of which number 296 were sold during June and up to date. This is truly a great record and speaks volumes for the business ability and personal popularity of Alexander Schwalbach, the manager.

A riding academy and branch store of the Liberty company was opened last Saturday at Long Beach, L. I., which has been placed in charge of David Simmons, the young man who created all the trouble in the M. A. C. C. just before the Irvington-Milburn road race, owing to his color. He has a competent corps of assistants, and judging from the manner in which business opened up, the school will be a success.

The clearing sale which was inaugurated at A. G. Spalding & Bros.' old store, 243 Broadway, last Tuesday, was attended by large crowds. Everything in the sporting goods line is offered at such low figures as to force a man to buy, simply because of the cheapness of the article.

Arthur E. Preyer, 1 Park place, in the basement, recently shipped an Empire Special to Trinidad, Cal. He is selling high-grade wheels of every description at astonishing low figures, a sample of which may be cited in his drive, this week, in Warwick's of this year's pattern; price \$70.

L. B. Whymper, New York city, manager of the Crawford Mfg. Co., at 72 Reade street, is showing a new ladies' wheel, which has the following excellent points in its make-up: M. & W. tires, 26-inch wheels, with wood rims, and as clean cut in appearance as the best blooded thoroughbred that ever looked through a bridle. This machine completes a deservedly popular line of models, all of which are carried at the local branch.

L. C. Jandorf's cottage at Sea Cliff is a model of elegance, so desirably situated as it is in that little town on Long Island. C. W. Dickerson, president of the Sterling Cycle Co., was entertained there during his recent trip east and claims to have fallen in love with the cool ocean breezes and the salt air generally. Jandorf & Co. continue their heart-breaking pace in the matter of low prices, but even they report business not so good as usual.

It was amusing to watch the people in the corridor of the Ocean House at Asbury Park, during the educational convention, when Elliott Burris, walked up to the desk with his League chainless wheel. The old professors, probably from some inland town or backwoods country had never "heard tell on" such a make of machine and as one old fellow exclaimed, "Wall, bey chowder! Goll darned if it don't beat that air-ship of Josiah Balds down Rhinebeck way." The questions fired at Mr. Burris about the bevel gear principal of the bicycle were at times laughable, but the good-natured inventor of Simplicity 47 tires settled down to a scientific lecture, during which he did not forget to explain that the principal of his tires, which are fitted to the Chainless, was nothing more nor less than a geometrical problem solved, which like Euclid 47 was Q. E. D. (quite easily done) yet puzzling at first sight.

The remarkable business of the Herald Cycle Co., at No. 114 Nassau street, still continues. Manager Fred Herbert is at a loss to account for the great rush which is on every day, unless it is from the rare bargains offered. This firm buy up job lots of wheels at auction sales and then sell them from their little basement store, at next to nothing.

We have all heard of the man who would not play at any game unless it was a sure thing for him to win. There is such a person in this city, named, B. F. Staugland, residing at 167 W. One hundred and Twenty-ninth street, and his "sure thing" is as follows: He offers to match his Spalding bicycle in a coasting match against any other make of wheel for \$25 a side. Any hill to be named, but the other wheel must not weigh over thirty pounds, and the rider not to tip the beam at over one hundred and fifty pounds. The Spalding wheel is well known to be a superb coaster, owing to the easy running quality of the machine.

The Campbell Mfg. Co. are still in the swim, with offices at No. 148 Chambers street. W. S. Campbell, the ex-racing man, is in charge and the specialty of the firm is to sell bicycles on a \$2 per week installment plan. They are well patronized and claim to be prospering.

Sidney Bouman, as usual with an eye to business, has arranged with Miss Maggie Cline, the celebrated Irish songstress, to ride a ladies' Columbia on the stage as she sings her latest song, which is making a "hit" for her in this city. Miss Cline never forgets to tell the audience that the wheel she rides is a Columbia and that Sidney B. Bouman is agent for the machine, with a store on Eighth avenue near Fifty-sixth street.

The easy payment plan of Schoverling, Daly & Gales, 302 Broadway, is admitted by all to be the best means of obtaining a good wheel on installments. By paying \$15 down and \$10 per month until paid for, one can gain possession of a genuine Beeston Humber bicycle, weighing from twenty-six to thirty-two pounds. The Wolverhampton Humber at \$90 are also great bargains.

The Bidwell-Tinkham Cycle Co., 306, 308 and 310 West Fifty-ninth street, are offering some choice juvenile wheels at greatly reduced figures, owing to having overstocked themselves with this pattern of machines earlier in the season.

The Rambler and G. & J. tires have had a splendid inning of late on both track and road, the results of which are plainly noticeable in the healthy improvement in trade, at both the local and Brooklyn branches of that well-known firm. Charlie Schwalbach, their Brooklyn manager, is jubilant over the results of Bliss' record mile and other creditable wins, all

of which do as much for his trade as the most persistent advertising in the local papers.

E. B. Dawson, the father of Tom Eck's boy wonder, Ray Dawson, living in Boonton, N. J., is proprietor of the most peculiar looking store in the entire state. Dawson, Sr., is in the hardware, iron, and steel business proper, but to add the side lines which he carries would fill a page. His store is a three-story affair, which is literally hidden from view by the myriads of signs that he has placed all over it. By actual count there are over three hundred signs and placards on the building, which tells the story of what the store contains. Mr. Dawson is always in attendance at race meets where his son is scheduled to ride and he has made himself a favorite among all the men by his quiet demeanor and conservative style.

Trade Changes.

WASHINGTON, D. C.—Washington Cycle Co., W. S. McArthur, manager; opened new bicycle and bicycle supplies store at No. 924 9th street, N. W.

QUINCY, MASS.—Quincy Cycle Co.; William L. Ripley reported to have recorded chattel mortgage for \$800.

BEAVER FALLS, PA.—The Eclipse Bicycle Co. deny the statement recently published by some papers that they were about to put on the market a bicycle of entirely new design, differing considerably in construction from the bicycle of the present time. They say that there is absolutely no basis for such a statement, and they are continuing the manufacture of high-grade bicycles.

AKRON, OHIO.—The Diamond Rubber Co. are putting on the market several new designs of bicycle tires.

NEW YORK.—Persons & Muller Mfg. Co.; bicycle saddles, at Nos. 42 and 50 west Sixty-seventh street; in the hands of the sheriff, on an attachment for \$2,718, in favor of Joseph Sidenburg.

TORONTO, CAN.—The Comet Cycle Co.; the cost of the factory building and warehouse, reported last week, will be \$25,000. The building permit calls for a five-story brick warehouse and factory building.

COLCHESTER, CONN.—The Colchester Rubber Co.; office to be removed to Providence, about August 1, and as soon as possible machinery formerly used in the local factory will be set up in Woonsocket.

HAMBURG, PA.—Wilhelm Bicycle Co.; plans and specifications for new factory completed and approved by the firm, and the contract for the necessary buildings will shortly be awarded.

NEW YORK.—A. G. Spalding & Co., will vacate their retail store on August 1, and thereafter their entire wholesale and retail business will be transacted at Nos. 126, 128, and 130, Nassau street. Commencing with the 16th, the entire stock of bicycling athletic, tennis, and ball players uniforms, as well as all kinds of apparatus, sporting goods, etc., is being sold, regardless of cost.

MEDFORD, MASS.—Fred M. Kimball has opened a bicycle repair store at No. 10, Harvard avenue.

BONHAM, TEXAS.—Regsdale, McKenney & Co.; hardware, bicycles, etc.; succeeded by C. Davis & Co.

LOUISVILLE, KY.—The Standard Cycle Co., composed of Ed A. Mathey, and Charles Van Overbeck, have opened new bicycle store at 616 Fourth avenue; will handle sporting goods, as well as bicycles, and do a repairing business.

HOUSTON, TEXAS.—Rierson & Spore; bicycles; succeeded by Pearl & Rierson.

ST. LOUIS, MO.—A. F. Shapleigh Hardware Co.; accepted agency for League Cycle Co.'s Chainless bicycle.

ST. LOUIS, MO.—The Wheel Protective Co.; incorporated by L. B. Carroll, H. A. Canfield, and J. L. Hopkins. Capital stock, \$2,000. The object of the company is to insure bicyclists against having their wheels stolen, and to provide a fund for the detection and conviction of bicycle thieves.

BANGOR, ME.—Frank C. Weston. No. 2

Smith block; gone out of bicycle business. NEW CASTLE, IND.—Reading, Speeder Bicycle Co.; in negotiation for location of factory; guaranteeing to employ 200 men within a year.

INDIANAPOLIS, IND.—The Indiana Bicycle Co., on the 12th instant, turned out the ten thousandth bicycle manufactured by them since Jan. 1, 1895. The entire output of which has been disposed of. An addition is being built to the company's already extensive plant.

INDIANAPOLIS, IND.—Central Cycle Co. report that for the first six months of this year, they manufactured and sold more bicycles than ever before in a like period; working thirty more men than ever before, and selling 25 per cent more wheels than in the first half of 1893.

PALMER, MASS.—E. A. Buck & Co. have moved into a new building, and opened a department for new wheels. A repair department has also been established.

NEW YORK.—The Manufacturers' Export Agency Co., 73 Pearl street, C. K. Turner, manager, represent twenty manufacturing interests, whose lines do not conflict. The bicycle company, represented in this combine, is the Western Wheel Works.

CALDWELL, IOWA.—The S. M. Coffin Co., hardware, bicycles, etc.; succeeded by T. C. Eggleston & Co.

WAYCROSS, GA.—The Watt-Harley Hardware Co., composed of James Watt and P. N. Harley, will open new hardware store in August, with a capital stock of \$10,000, and will add bicycles. Correspondence invited with manufacturers.

CLARKSVILLE, TENN.—Wood & Cunningham, wholesale and retail hardware dealers; partnership dissolved; J. F. Wood continuing the business; and invites correspondence with manufacturers, looking to the establishment of a bicycle agency.

WARREN, OHIO.—Paige Tube Co.; annual meeting of directors held. E. B. McCrum re-elected general manager and treasurer, and J. T. Bray, secretary and superintendent.

BURLINGTON, VT.—John A. Manson & Co., will open new hardware store shortly, and correspondence is invited with bicycle manufacturers, looking to carrying a stock of wheels.

EXCELSIOR SPRINGS, MO.—E. E. Chandler, will open new hardware store, and will take up bicycles.

HUDSON, N. Y.—James C. Rodgerson, hardware; admitted son to partnership. Style of firm in future, J. C. Rodgerson & Son; bicycles and cycling goods will be added.

BOWLING GREEN, KY.—Settle & Porter; hardware and bicycles; succeeded by Settle, Porter & Miller.

RICHMOND, VA.—L. W. Harris; hardware; succeeded by L. W. Harris & Co. The new firm will be interested in bicycles.

MARION, KY.—Marion Hardware Co.; hardware, bicycles, etc.; reported gone out of business.

BROWNSVILLE, TENN.—Anderson Bros.; hardware and bicycles; sold out to and succeeded by P. B. Anderson.

Recent Patents.

522,610. Bicycle; Thomas Miller, Jr., Springborough, Ohio. Filed Sept. 26, 1893.

522,663. Pneumatic tire; William P. Jaus, Indianapolis, Ind., assigner of one-half to Carl H. Schuller, same place. Filed Feb. 15, 1894.

522,689. Pneumatic tire for bicycles; John Mariani, Boston, Mass. Filed June 5, 1893.

522,908. Bicycle; Hosea W. Libbey, Boston, Mass. Filed Nov. 18, 1892.

522,814. Pneumatic tire; Charles K. Welch, Coventry, England, assigner to the

Pneumatic Tire Co., Ltd., Dublin, Ireland. Filed Feb. 10, 1894. Patented in England, France, and Belgium.

522,941. Wheel; Codfried Laube, Huron, S. D., assigner of one-half to Joseph Hyman, Del Rio, Texas. Filed Oct. 23, 1893.

Trademarks. 25,005. Bicycles, sulkies, road carts, and light pleasure vehicles, Central Cycle Mfg. Co., Indianapolis, Ind. Filed May 24, 1894. Essential feature, a pictorial representation of a chariot race.

It Snits The Ladies.

It is said that New York sets the pace in bloomer costumes. If this is so the ladies will all be wearing the Lasell, a neat hat made by Shaw & Kaiser, of New York. This hat is made of broadcloth, is turned up at each end and is further adorned by a chipper little feather. This new hat is much in favor with the lady riders of New York and the makers report that the demand for the Lasell is spreading.

The Indiana Bicycle Co. is building an addition to their factory to be used as an enameling and brazing room.

ENGLISH TRADE NOTES.

LONDON, July 14.—R. L. Philpot has issued a circular letter to the English cycling papers stating that he is about to sue the Rudge Cycle Co. for damages for wrongful dismissal. If this action ever comes off it will no doubt be of an extremely interesting character; but I am waiting to see if anything more is really likely to come of it.

I have had an opportunity during the past week of thoroughly testing the cycle spring chain wheel to which I referred a short time since. The machine I experimented with was of the Giraffe type. This at first sight appears to place the gear wheel at a disadvantage, but as I adopted a method of testing the device which so far as I can learn has not hitherto been tried by other experimenters in this direction, I do not think that it in any way alters the case. Before mounting the machine I placed a small stud and screw in the spring wheel so as to effectually prevent the mechanism working, with the result that I converted the wheel into practically one of the usual solid type. I then rode the machine a considerable distance and when I felt that I was thoroughly at home on it and knew perfectly what it was like, both up hill and down, when fitted with a solid wheel, I removed the stop and tried the machine over the same ground, under as nearly as possible the same conditions as before. I am bound to say that I found

No Increase in Power,

in fact, rather the reverse. The only advantage was a certain velvet-like feeling in the tread, but this was, in my opinion, far more than counter-balanced by the unevenness of the pedaling and loss of power at the dead centers when hill climbing. To say that I was disappointed in this would hardly be correct, for I fail to see what else could be expected. If the spring gear wheel really gave the rider more power as claimed, it would, indeed, be the mechanical mystery which one or two of the cycling papers have declared it to be. As a matter of fact I can find no mystery about it; it is neither better nor worse than I expected. I don't anticipate that it will create the sensation in the cycling world it was expected to do by certain people.

I have just seen the new pattern Elswick hub and really I think that Messrs. Newton & Co. have at last got very near perfection so far as this important part of a cycle is concerned. The new hub is like the older pattern in so far that it resembles the bottom bracket of a Humber safety. The method by which the adjusting collar is secured is, however, somewhat different. The outer surface of the collars have two flats cut in them, which are exactly similar to those on the sides of the ordinary cones. Over these flats a ring, the internal opening of which is made to correspond with the shape of the collar, is placed. The outer edge of this ring is provided with a number of holes which, when it is pressed closely against the hub, gear with two small pins projecting therefrom. The ring is held in place against the hub by an outer circular ring screwing on the collar of the bearing. It will thus be seen that no strain to loosen this outer ring is possible, while the

Most Accurate Adjustment Can be Obtained

by means of the ring next to the hub. The bearing as thus constructed is quite as easy to adjust as the ordinary pattern, while there can be no question that it is far more dust tight. I look upon the Elswick hub as one of the greatest improvements made in cycle construction of late years. The only thing I should like to see altered in it are the balls, which I think are decidedly too small. A machine with large bearings is certainly better for road work than one wherein the weight is cut down by reducing these important parts to the smallest possible size.

I hear that Messrs. Humber & Co. are experimenting with a new pattern tandem safety, which is said to be open fronted. As this is arrived at by the simple expedient of using a very small front wheel, I don't anticipate that the machine will be a success. A small front wheel is bad enough on a single, as the trials made years ago, when the modern safety was only just thought of, should amply demonstrate. Fancy steering a tandem constructed on these lines over greasy roads! It is extraordinary that manufacturers will hark back to old ideas which time has proved to be erroneous when there are plenty of new ones to be had.

Messrs. Egglecliffe and Minto, of Stockton-on-Tees, propose to stamp

Cycle Frames Out of Sheet Metal.

Two blanks are stamped, each of which forms a half frame, and the two halves are then brazed and bolted together. The idea is not in the least novel as one or two of the cycling papers seem to think. It was tried years ago in a modified form, and I believe that two or three machines of similar construction may be seen at Sidney Lee's at the present time.

The dispute between the Beeston Pneumatic Tire Co., Ltd., and Messrs. W. A. Lloyd & Co. has been settled, and the latter firm have undertaken not to sell any tires under the name of "Beeston."

The examination of Robert Edlin, Elihu Edlin, and Mr. Shouler, the heads of the firm of Edlin & Co. patentees of the "Edlin Flap," was held at Coventry last week, and the debtors stated that their insolvency was due to

the cost of certain litigation which the firm had with the Pneumatic Tire Co. some time since. The "Edlin Flap" was, I think, one of the only real improvements made in the old Dunlop tire, but when the present detachable tires were brought out, it was no longer needed.

Messrs. Brown Bros., the well-known factors of cycle parts, have just issued their 1894-95 list. The book contains 200 pages and includes, so far as I can discover, particulars of everything that can be required by the trade for the construction of a first-class cycle. The list is got up in the very best style, and is an eye-opener, as to the amount of trade which is being done by the smaller makers. If this were not the case, it would not be worth while for a firm like Messrs. Brown Bros. to cater in such style for the parts trade. A good deal of the trade is going to the man-and-a-boy firms, which, so long as they do not go in for spacious show rooms and contrive not to overstock, compete very well with many of the larger houses. The small firms which have gone wrong of late have been those which also held agencies and consequently stocked a good many machines, which often had to be disposed of at a loss.

The Surrey Machinists' Co., Ltd., has been one of the last to go and a petition for the winding up of the firm was presented a short time since by Grove Powell and George Perkins Rogers, creditors. The "Invincible" cycles used to be a household word, but of late years we have heard but little of them. Nevertheless they were good machines, and I am sorry that the Surrey Machinists' Co. has not met with better success.

WILL O' THE WISP.

TRADE IN EASTERN COUNTRIES.

R. L. Jefferson, the English newspaper man who rode from London to Constantinople, writes in the *Cyclist* concerning the trade in the eastern countries through which he passed. Now that American makers are shipping wheels abroad some one of them may get a few useful hints from the following: "In the face of the present stagnation in the cycle industry of Britain, the prospects of the difficulty of overproduction being solved become dimmer and dimmer. We are living in an era of trouble and misgiving. Many shareholders have given up hopes of good dividends for quite a time; salaries are being reduced, hands are being reduced, and travelers talk of the uselessness of 'journeys' in such times.

"Apathy, however, will do nothing, and the only solution of the problem of the cycle trade is that that trade must seek fresh fields and pastures new. The production of cycles for home consumption exceeds by nearly one-half the demand. America, by an arbitrary tariff and a big local competition is practically closed against us, while our trade in immediate continental countries is not so extraordinary as to make any appreciable difference in a year's turnover. There are plenty of places, however, where there is work to be done, and where the sport trade may be worked up. Constantinople I was much more struck by the utter

enterprise in the whole of the Orient. In the Bosnia, Roumelia, Turkey, and Greece, the trade is to be practically unrepresented. Yet there is an enormous one of course—but still considerable profit by German and English parts, and English

"Yet the fame of English parts, and English which they are not, are not to be obtained, article, unless indirectly, by cash against invoice for the English article, or for it to come out, which is not convenient

"I hear that the manufacturers absolutely decline to facilitate the trade. There are good and integral houses in the east who are so pleased to take up British wheels, if their reasonable facilities for the promotion of the trade. I have heard bitter complaints in Belgrade, Sofia, Constantinople, from dealers in Beyrout, Tamid, Angora, Smyrna, of this want of enterprise on the part of our manufacturers. It is scarce an exception, persist in demanding cash against order, and refuse to accept even the best of references for credit business. English bedsteads, English safes, English cutlery, English hardware sell splendidly in the east, but is that trade, done on the system which English cycle manufacturers think the will force upon the east? The bedstead, safe, cutlery, and hardware trades think it worth while to send a traveler to the east occasionally to open up trade, and why shouldn't the cycle trade do the same, employing in the off season some of those travelers who have little else to do but pick their finger nails and wonder what the end of it all is going to be. I dare say that not an English cycle traveler has journeyed on business bent south-east of Belgrade, and so the cycle trade remains in ignorance of the possibilities of business in the Orient. German and Austrian makers think it



worth while to open ledger accounts with good houses; they think it worth while in short, to promote a trade in a district of Europe where cycles are only just beginning to be known, and where there is every anxiety on the part of the middle classes to take them up, and on the part of dealers to push it forward.

"Dealers do not ask much, they merely ask English manufacturers to help them on ordinary business lines; to accept even better security for their money than is generally obtainable from English agents, and to give them the common facilities meted out by other industries. The large alien populations in Belgrade, Athens, Bucharest, Varna, Rustchuck, Sofia, Smyrna, Beyrout, Tiflis, Trebizond, Alexandria, Cairo, Port Said, Jaffa, or even further east to Teheran, should surely be sufficient inducement for British wheel enterprise.

"I found a few English agencies here and there—but what? Clerks in banks, or shippers who didn't know what a bicycle was, and occasionally hadn't seen one. 'Further afield' should be the future motto of the English cycle trade; a little more enterprise; a little more conformation to the business customs of other countries; a little more readiness to compete with Johnny German and Johnny Austria at the game of cycle selling."

CHICAGO FOR THE '95 SHOW.

The National Cycle Exhibition Co. have received many favorable replies from letters sent to dealers and manufacturers asking for their opinion as to Chicago being a suitable place for the '95 cycle show. The following is but a few of the replies:

We have had a representative at eastern shows the last three years, and are glad to know that there be will a show in Chicago, and in January. Getting a reduction in railroad and hotel rates will be much appreciated. Let Chicago have the show of 1895.—J. H. FALL & Co., Nashville, Tenn.

If necessary have two shows in '95, but by all means have one in Chicago. Then thousand of westerners will have the opportunity to visit the, to them, the first cycle show. It is my belief that the '95 show in Chicago will be profitable to all concerned.—A. C. KATT, Fort Wayne, Ind.

A show in Chicago would do a great deal for the trade in the west. It would be well attended from Nebraska and western Iowa.—M. O. DAXON, Omaha, Neb.

Are heartily in favor of having the next cycle show in Chicago, and think that many more agents will attend than if held at any other point.—A. W. GUMP & Co., Dayton, Ohio.

There are few of the dealers west of Ohio who have attended the shows in the past. Hence, with few exceptions, the western dealers have much to learn. There is no doubt that the trade in the west can be very materially increased by means of a national exhibit in Chicago.—D. SNITZER, St. Louis.

It is a move in the right direction. The people in the east are not aware of the cycle interest west of the Mississippi.—KREBS BROS., Cedar Rapids, Iowa.

By all means Chicago should have a show. The writer attended the New York show, and is reasonably well acquainted with the smaller dealers in Indiana, but outside of Indianapolis people did not see any agents.—HAY & WILLITS, Indianapolis.

Of course Chicago is the place. If eastern manufacturers know what is good for them they will secure space.—A. WILSEY, Ann Arbor, Mich.

You may depend on our patronage for a show held in Chicago.—ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., St. Louis, Mo.

Of course a show should be held in the west. I shall be glad to attend. Eastern manufacturers will find it to their advantage to pay attention to the trade out here, as some of them have already found out.—J. F. VAN DOOZER, Ashland, Wis.

Have a show in Chicago. I will use all my influence to boom it, and shall take pleasure in attending every day of its continuance.—GEO. HILSENDEGEN, Detroit, Mich.

Manufacturers must be made to understand the scope of the west and its possibilities. The sooner they do this the better it will be for them. I hope to attend a Chicago cycle show.—C. T. TUPPER, George, Iowa.

I attended the '93 show at Philadelphia, and learned much that was of value, but am not prepared to say that I was paid for the expense and loss of time. I did not see another agent from west of Pennsylvania. People from this part of the country frequently go to Chicago, but seldom farther east. Give them a chance to attend a show.—WILLIAM TAYLOR, Topeka, Kan.

The west should have the show. The bulk of the new agents in the next decade must come from the west, and the sooner the makers begin getting them the better.—N. P. SPAFFORD, Aurora, Neb.

We will be in line when the time comes.—W. H. WILHELM & Co., Reading, Pa.

After nine years in the cycle business we know of many makes of wheels that have never been shown in our city. However great the eastern trade I do not think it will be hurt by the manufacturers showing their goods in the west, which means Chicago.—JAMES COOK, Paris, Ill.

We were satisfied with the result of the New York show, but the agents were mostly from adjacent states. Consequently we believe that a show advertised as you are advertising yours will result in even more beneficial results than the one at New York. Will specify in a few days the spaces that we wish set aside.—RALPH TEMPLE CYCLE WORKS, Chicago.

Let Chicago have a show that will set the whole west talking "wheels."

There are enough factories and agents in the west to make it a success, and if the easterners don't want to come we can do without them.—W. A. GREEN, Amboy, Ill.

We are confident that the Chicago show will bring a large attendance. The business is increasing wonderfully in the west.—LINDSAY BROS., Milwaukee, Wis.

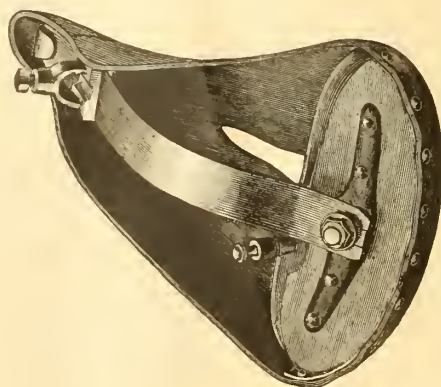
We indorse your entire plan, and will take great pains to encourage all our agents to attend, realizing as we do the great benefit they will derive from it.—LEE-CLARKE-ANDRESEN HARDWARE CO., Omaha, Neb.

We indorse the Chicago show most heartily. One of our firm will surely attend, and possibly two or three.—FRANK T. MILES CO., Cincinnati, Ohio.

The following firms have already engaged spaces: F. F. Ide Mfg. Co.; Derby Cycle Co.; Marion Cycle Co.; Kenwood Mfg. Co.; Stover Bicycle Mfg. Co.; E. C. Stearns & Co.; Syracuse Cycle Co.; Sterling Cycle Works; Indiana Bicycle Co.; Munger Cycle Mfg. Co.; Monarch Cycle Co.; Union Cycle Mfg. Co.; Meteor Cycle Co.; Eclipse Bicycle Co.; Julius Andrae; R. B. MacMullin & Co.; Warman & Schub; Shelby Tube Works; New Departure Bell Co.; C. J. Smith & Co.; Hartford Tire Co.; New York Tire Co.; Morgan & Wright; Lamb Mfg. Co.; Palmer Tire Co.

Richmond's Pneumatic Saddles.

There has always been a good demand for pneumatic saddles, especially by long-distance riders. There are several good saddles in the market, but there is always room for one more. Reasoning thus, the



L. L. Richmond Mfg. Co., of Meadville, Pa., have put forth a saddle that has many advantages. They reason that in other air saddles, when riding, the rider's weight is at the base of the saddle, which drives the confined air to the horn of the saddle, causing the rear of the saddle where the rider is sitting to sag, and making chafing of the legs avoidable. The Richmond pneumatic instead of a continuous tube, has a pneumatic cushion at the base of saddle only, so that the confined air is just

where the weight comes. The Richmond is but a trifle heavier than the regular saddle, and it can not, when it is in use, be distinguished in appearance from the ordinary saddle. The price of the saddle is but \$6.

Heath Sues Hay & Willits.

INDIANAPOLIS, July 23.—S. F. Heath & Co., of Minneapolis, have entered suit in the circuit court here against Hay & Willits, of this city, alleging an infringement on their patent universal valve connection. They claim actual damages of \$10,000 and want \$20,000 more for the offense, besides the profit Hay & Willits have made on the sale of their pumps.

Injunction Dissolved.

The Excelsior Supply Co., of Chicago, write that the injunction obtained against them by J. Bridger, in connection with James cycles, was dissolved by the Chicago courts as soon as the evidence in the case was heard.

J. B. McCune, treasurer of the Everett Cycle Co., Everett, Mass., writes that a chattel mortgage has not been recorded against his firm as stated in THE BEARINGS of July 13. The *Banker and Tradesman* of July 5 explains the mistake as follows: "Through an oversight, a chattel mortgage recorded in January last of the Everett Cycle Co. to the First National Bank, of Chelsea, was published June 28. This mortgage was discharged in April.

WITH OUR

Reduced List Prices,

From which we allow Liberal Discounts.

Agents can meet any competition in America at the present time

Reliable Goods 1500 Wheels in the Lot All Sizes Write us.

1893 Price. 1894 Price.

30 lb. Regis Scorchers (highest grade, thoroughly reliable).....	\$150	\$60
'93 30 lb. Scorchers Sylph (Received highest award World's Fair).....	150	75
'92 30-inch Pneumatic Crescent, '94 make.....	100	50
30-inch '93 No. 2 Escort, '94 make.....	100	50
'93 Rob Roy No. 4, 28-inch, Pneumatic.....	85	50
'93 Rob Roy No. 3, 28-inch, Cushion tires.....	70	35
'93 Rob Roy No. 1, 26-inch, Cushion tires.....	50	25
'93 Combination Junior No. 2, 24-inch, Pneumatic.....	50	25

Remember, Discounts to dealers and agents from above prices.

ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL., Manufacturers

of SYLPH and OVERLAND Cycles, also exclusive agents for '94 Western Wheel Works' Crescent Line for Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma.

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